CATHOLIC WORLD FOR SEPTEMBER.

st article in this number is entitled formation not Conservative." Many truths are brought forward by the nd practical views afforded by the of the new principles then infused ety. The heading "America's ob- to France," tells what may be ex- ou a perusal of the article. The between the two countries are set d the aids afforded are gracefully in the hour of France's humiliation." atholic Church in Geneva,"—is a le resume of the History of "Pro- tome." Genzano and Trasceti, give or an occasion to paint two charm- rban retreats of Rome. Mr. Car- aken cleverly to task for some of his l assertions regarding Father Bon- The "House of Yorke" continues flagging interest. The liquefaction lood of St. Januarius will be read terest by those who have been be- for their information, regarding this ous occurrence, to the pens of infi- scoffing correspondents. "A page ast and a shadow of the Future," is teresting and suggestive. There are two or three excellent translations, oreign works of merit, and the whole a very excellent number of this ng Catholic Magazine.

he absence of the Secretary's Report meeting which was held in Glencoe House, Cross Roads, between Lots 51, on Saturday, the 26th ult., to con- he location of the railway, we give lowing, kindly furnished us by a man who was present, as the substance solution passed thereat:—

reed, That the explanations given by the rs of the Government here present with to the location of the Railway line, are tory, and that this meeting approve of nduct of those members of the Legisla- ho supported the Railway.

Chairman of the meeting was Henry r, Esq., and the following members Legislature were present, namely:— Messrs. Dingwell, McDonald, and and A. C. McDonald and William r, Esqrs. From the above Resolution l be seen that "William Hooper," e his eloquent display on the occasion, ed his *quietus* at the hands of the meet- Alas, poor William! We regret that l not receive notice of the meeting in o attend.

OWNED.—On Wednesday evening last, ach boy named Thos. LeBlanc—son of LeBlanc, of the Schooner *Jessie*, from at—whilst attempting to get out of a at Connolly's new wharf, slipped and to the water, and although aid was at yet before he was rescued life was just t. The lad was only 11 years of age. quest was held on the body shortly its recovery, and a verdict returned cordance with the above melancholy

o men belonging to Cape Breton were ned in St. Peter's Harbor on Tuesday, h ult. Their bodies were recovered on llowing Saturday, and an Inquest held lay. The names of the unfortunate men ot given.

. Richard Lawson, son of E. Lawson, of Halifax, while jumping off one of treet car platforms, to allow a lady pas- er to enter, was struck by the iron dash l and knocked under the car wheels, ad one arm almost ground to pieces and hest smashed in. The unfortunate man grandson of John Lawson, Esq., the Re- er of this city.

ars and rumors of wars, pestilence and nes, fires and floods, railway accidents, ner and colliery explosions, death by n and the dagger, by the cord and bul- re events that are chronicled daily by journals of every nation and province r the sun. The world has never before a year so fruitful in deadly events. n will be the end?

a Saturday last, three fishermen belong- o the Schooner *Frank Treat*, were tried re the Police Court, for an assault on a n lad named P. Toole. The total fine he three amounted to £65 6s. 9d. This nearly being a serious case, as most of the r attacked several wharf boys without cause, and inflicted serious injury on one le amongst the number. Punishing them a fine like the above will teach those s that impromptu riots are not a paying cern.

he Tea Party in aid of the Catholic urch at Summerside, on Tuesday, the ult., drew together a very large num- of persons from all parts of the country. were surprised to see so many persons this busy season. It speaks well for their evolence and self-sacrifice. The tea und was near the new Church. It was the most sightly place — the selection ht have been better; however, it answer- the purpose. The tables were shaded h bowers of evergreens, and were nicely orated with ornamental cakes, flowers, The tea and cakes served were excel- t. The young folks amused themselves h dancing, swinging, etc. The amount lized, was about £125. At the lottery silver watch was won by a gentleman lifax, and the meerchaum pipe fell to the of the Hon. J. C. Pope.—*S. Journal.*

The Tea in aid of the proposed Catholic urch in Alberton, on the 24th inst., in ry particular, came up to the expectation its friends. The day was very fine, and attendance about 1,4000. The concert the Temperance Hall, in the evening, re much satisfaction to those who attend- Out of compliment to the occasion, the ctors were closed, in so far as selling of uor was concerned. A happier and asanter assemblage of people seldom met n than that which met on this occasion. We derstand that the sum realized, all told, s £350. The Committee of management serves every credit for the satisfactory nner in which all their arrangements re carried out.—*Ib.*

The Hon. William Richards has had a legraph line run to his residence, in Bide- rd, Lot 12. Mr. Muttart is the operator. e shall soon have a network of wires all rough the Island. Souris and St. Peter's ould make an effort to have connecting ices.

COMMERCIAL.—Amount of duties and light ceipts from May 2nd to June 30th: £5022 s. 11d. Amount of flour imported, 3012 rrels; cornmeal, 500 bbls.; coal, 261 tons; mber, 136,369; shingles, 134 M.; laths, 104 M.

EXPORTS.—790 barrels oysters; 62 tubs utter; 180 tubs lard; 6091 lbs. ham; 39 heep; 143 bush. hay seed; 14 cwt. oatmeal; 1000 bush. oats; 34 head cattle; 109 bbls. ork; 4100 lbs. wool; 1000 feet boards; 11 gs; 4 casks hides; 4 bbls. flax seed; 1168 zen. eggs; 55 horses; 184 tons hay; 6338 ush. potatoes; 202 tons timber; 7166 feet eals.

WM. C. GREEN, for Collector,
Summerside.

EDITORIAL CORRESPONDENCE.

HALIFAX, Sept. 1, 1871.

Before leaving St. John, I devoted all my spare time to an inspection of the City. Among the many improvements noticeable, is the new Victoria Hotel, a massive brick structure, six stories in height. It is capable of accommodating five hundred boarders. Its appointments are perfect, and its charges in keeping with its character—five dollars per day having been demanded and gladly paid during the race week, during which, as I have been informed, its receipts amounted to $35,000. Its ordinary charges are $2.50 per day, exclusive of bed-room. It is owned by a Company, and has certainly no superior on this side of New York. A less luxurious domicile suited your "special correspondent," who, like hundreds of others, so great was the influx of strangers, was glad to obtain a bed up seven or eight flights of stairs, for the moderate sum of a dollar and a half per diem. You "pays your money," but you don't exactly take "your choice." The new spire which is being added to the Cathedral greatly adds to the appearance of that structure, and is a conspicuous object to the traveller who visits St. John. When completed, the Catholics of that City will have reason to feel proud of the external appearance of their Church. Among the manufactories which I noticed, and which give to St. John a character for manufacturing enterprize and industry not enjoyed by any city in the Maritime Provinces, was Foster's Tack and Nail Factory. It is situated on George's Street, and is well worth an hour's leisure in inspecting the premises. Mr. Foster has had a large experience in the United States in the manufacture of tacks and nails, and this, combined with the use of the most approved machinery, forms the secret of his success in St. John. He keeps forty hands constantly employed, and twenty-three machines, driven by steam, work up into tacks and nails of every variety and of a superior finish, four hundred tons of raw material in the run of a year. He had two hundred tons of tacks on hand at the date of my visit, for which he will find a market in England, the United States, the British Provinces and Australia. Last year, a cargo of raw material was imported from England, and in six weeks, the vessel that brought it to St. John was carrying it back to England in a manufactured state. An idea of the perfection to which the machinery has been brought, may be formed from the fact that one machine, attended by one person, will turn out 2000 tacks per minute. The American machines, which are those used by Mr. Foster, are superior to the English. Hence, a better, and, under the comparatively low taxes of St. John, a cheaper article is manufactured, which enables him to compete successfully in the various markets of the world. Mr. Foster has adopted every invention that tends to speed and the saving of labor. On the lower flat, he has a small railway, extending from the rear of the building to the sidewalk. This railway carries three tons, and can be shoved backwards and forwards by one person, thus effecting the saving of the labor of a dozen of men. It is [illegible] that Mr. Foster recently. A ten horse-power engine, manufactured by George Flemming & Sons, 9 and 11 George Street, St. John, drives the whole machinery. But I must leave Mr. Foster's Factory and others in St. John that I would like to bring to the notice of the people of Prince Edward Island, as my time is limited, and I must start for Halifax without delay. I had a rough passage from St. John to Digby—a sail of about five hours. The day was wet and boisterous, and the proverbially rough waters of the Bay of Fundy were unusually disturbed. The Steamer *Empress* was overcrowded, and three-fourths of the passengers were sick. The remainder, principally composed of "roughs" and blacklegs, were quarreling among themselves, and planning new rascalities on Nova Scotian soil. The approach to Digby is picturesque, and somewhat similar to the entrance of the Strait of Canso. Digby Gut is much shorter, and opens out into a splendid sheet of water, known as Annapolis Basin. Digby is a small town, which the steamer makes a calling place between St. John and Windsor. It is remarkable for nothing that I am aware of, except the export of the small fish which bears its name. An hour's sail brings us to Annapolis. Here we take the cars for Windsor, and the ride through the Annapolis Valley makes us acquainted with one of the most fertile, richest, and, with the exception of Louisburg, the most historic portion of Nova Scotia. Who has not read of Annapolis or Port Royal, in connection with the cruelly-treated Acadians? The headquarters of the French in the New World and many times besieged, it possesses a memorable history. The ruins of its fortifications are still standing, to remind the traveller of the former glory and power of France, on this continent. Its present inhabitants have also created a name for themselves, not, however, by heroic feats of arms, but by the very prosaic pursuit of an excellent quality of cheese. The orchards, however, which have led to spread the fame of Annapolis in our own day, owe their origin to the first French settlers, who, as colonizers, had certainly a capital eye to location. The most favored spots in all the Provinces were first taken possession of by settlement, and these spots are to-day, under their present owners, the richest in the Colonies. Grand Pre, the home of the exiled Acadians, after the harsh edicit of dispersion, and the scene of Longfellow's "Evangeline," is situated between Windsor and Wolfville. It is well worth a visit from the tourist, as indeed is the whole surrounding country, which is rich in mementoes of its early settlement. The soil of the Annapolis Valley is the richest in Nova Scotia, and, indeed, in British America. As I passed along, the fields were covered with luxuriant crops, and the orchards gave promise of a bountiful yield. Peace and plenty dwelt in the land, where, a century and a half ago, armed men of different nationalities contended for its possession. May no rude blast of war ever again disturb its peaceful valleys, but may it continue undisturbedly to enjoy the profit as well as the name of "the garden of Nova Scotia." The light-fingered gentry were not idle during the ride between Annapolis and Halifax. At Windsor, one of the fraternity was caught *flagrante delicto* with his hand in a lady's pocket, and lodged in jail. There was quite a number of them—gentlemen and *ladies*—busily pursuing their vocation.—Whilst the Magistrate was effecting the arrest, he was very nearly robbed of a valuable gold watch. Fortunately for himself, the chain broke when the thief snapped at it. "God bless me," said the old gentleman, in a fussy sort of way, as he realized the narrow escape he had, and forthwith his clutch of the prisoner instinctively tightened. This was the only incident, unless I except the robbery of a till at the Kentville Station, to relieve the monotony of the ride to Halifax. Darkness had long set in before the capital was reached, and it must have been nine o'clock when I arrived at a hotel, to be told "No room, Sir." I went further and fared worse; but at length found rest at the "Carlton House," a very nice, quiet place, with an excellent table and good attendance. It is conducted by Mr. Cochran, a gentleman who did business in Charlottetown, some twenty-five years ago, and who seems thoroughly competent to run a first-class hotel.

Among the attractions of the "Carnival" week, was the Bazaar, held in the Drill Shed, in aid of the funds of St. Mary's Cathedral. It was in every way worthy the wealth and taste of the citizens of Halifax. A Museum and Gallery of Arts and Sciences was held in connection with the Bazaar—a portion of the Drill Shed having been partitioned off for the purpose. The first families of Halifax, Protestant as well as Catholic, contributed to render that department a success. In oil paintings, there were pictures by such eminent painters as Salvator Rosa, Rembrandt, Murillo, Raphael, Reynolds and Wilson. In "general curiosities" there were stones from the Temples of Delos, Ephesus, Athens, Palmyra, Antipara, and Corinth, a Chinese fan, ancient coins, an Egyptian pipe, Chinese table, coat of arms and lock of hair of the first Napoleon, Damascus sword, trophies of the Crimean war, Chinese idol, and many other rare curiosities. The statuary embraced the busts of Shakespeare, Napoleon I., Watt, Stephenson, Sir Walter Scott, Brown, Milton, Byron, Dickens, Kirk White and other notabilities. Fot I fear if I were to go into details concerning the Bazaar and Museum, my promise to conclude my jottings in this letter would have to be broken. I must, therefore, confine myself to chronicling, which I do with pleasure, the fact that the Bazaar realized the most sanguine expectations of its promoters. In one afternoon it was visited by five thousand persons, and it is supposed that the whole proceeds will amount to £3000. By Tuesday night, the 29th ult., the number of non-residents in Halifax must have been over twenty-thousand. The names of over eighty hotels and boarding houses were handed in to the Secretary of the Royal Halifax Yacht club; but these were altogether insufficient for the occasion. The hospitality of Halifax was not, however, exhausted, and by this means shelter and food were provided for all. I did not hear of one person who, through necessity, was forced to patrol the streets all night, as was the case in St. John. With the exception of the bitter feeling against the St. John crew for their unexpected and ignominious back-down the utmost good humor prevailed and very little drunkeness was observable. Betting was also very limited. Taking it all in all, I never saw so many people gathered together under such exciting circumstances, behave themselves so well. The pickpockets endeavored to "make hay," but the vigilance of the police and the people was too much for them. The capture of a few of their *confreres* had a salutary effect, and hence the number of successful thefts was insignificant. On Tuesday morning, when it became known for certain that the St. John crew had withdrawn from the four-oared contest which was to settle the championship of the world, a general feeling of disappointment and disgust, participated in by friends and foes alike, possessed the minds of all, and this feeling found vent in words. "Cowardly" and "dishonorable" was the comment of the press and of the public. For my own part, nothing would have been more satisfactory to me, after the manner in which the Kenebecassis race had been won, than to see the St. John crew measure their oars on Halifax harbor against the reconstructed Renforth crew, and the other picked crews that were entered for the race. There was every disposition to afford the utmost fairplay. Not an insulting word was offered them previous to their back down and the story that the boat-house was broken into and their boat injured is altogether devoid of truth. The boat-house was guarded and could only be entered by parties holding tickets. I saw the St. John men out practising on Monday evening. Their experience of the [illegible] and the [illegible] of the rowing of their opponents, gave them very little hopes of winning the race; so, on Tuesday morning, in order to save their friends from loss by betting, they withdrew from the contest. This, I believe to be the real secret of the matter. The St. John men can make no show where there is the least disturbance of the water. Neither their boat, nor their style of rowing is suited for a "swell" or for rough water. Instead, therefore, of calling themselves the champion oarsmen of the world, they should be styled the "smooth-water champions." The world's champions cannot choose their own course. They must be prepared to accept challenges from all-comers and to row in waters where other crews can row. Their present title is ridiculous and is laughed at outside of St. John. Notwithstanding the disappointment occasioned by the withdrawal of the St. John men, Halifax harbor presented on Tuesday morning a scene of life and animation not often witnessed there. Steamers, yachts, schooners, sail-boats and row boats of all descriptions, including canoes and tubs, (the canoes paddled by squaws and Indians and the tubs *shovelled* by men-of-wars men, dressed in fantastical style) congregated to compete for the prizes of the Royal Halifax Yacht Club. There were twenty-eight races in all, the first day, and these afforded ample amusement to the multitude of spectators who witnessed them. Wednesday was damp and foggy and the great four-oared race was postponed until the following day. Towards one o'clock, everything was declared favorable for the race. A signal-gun brought six crews to their starting posts, namely, boats anchored in line at certain distances from each other. Each crew was loudly cheered as it was recognized, particularly the Renforth crew, whose distinguishing color was white and black.

The "Taylor-Winship" (Tyne) crew occupied the first position—that on the Halifax side of the harbor. The "Renforth" (Tyne) came next to them, then the "Roche," (Halifax), the "Pryor," (Halifax), the "Barton," (Tangier), and last, the "Coulter Biglin," (American), on the Dartmouth side. Three marine miles distant, a little beyond George's Island, the six turning boats were anchored, so that the whole distance to be run was six marine miles, or nearly seven English miles. At precisely 1.48.52, the word "go," and the signal gun started the boats—the Americans leading by a boat and a half's length. The "Roche" crew gave out, and the Tangier crew's boat swamped before George's Island was reached.

The latter, however, bailed out their boat, and continued the race in the most plucky manner, but coming in last, as a matter of course. The race became intensly exciting as the Pryor, the Taylor-Winship, and the American crews, close together, neared the winning posts. It was difficult to tell who would win. The superior skill, however, of the Taylor-Winship crew, who "spurted" at the last hundred yards, gave them the victory over the Pryor crew by eight seconds, and over the American crew by thirteen seconds. The official time given for the winning boat, is forty-five minutes forty-five seconds, and the distance, six marine miles. Considering the distance and the "swell," the time is looked upon as remarkably good. The skill and endurance of the respective crews were thoroughly tested, and while the victory has fallen to the Taylor-Winship crew, the general opinion is that the Pryor crew are the best men. The Nova Scotians take great pride out of them, and very justly so, too. The fact of Brown, one of the crew, and the champion Sculler of Halifax, having beaten all the English and American scullers in the race on Friday, and being only "jockeyed" out of the first prize by Sadler, the English champion, gives the Haligonians great hopes for the future. I have no doubt that the Pryor crew will give a good account of themselves in any future contests. They have my best wishes, not only for their inherent worth, but also for the very great courtesy extended to "The Press," by the Halifax Yacht Club, and the citizens of Halifax generally.

E. R.

Mr. O'Brien, after strengthening his securities, has, a second time, been refused the contract for the Railway. There is a prevailing notion, that the Government have shown themselves more than necessarily exacting in this instance, and it is to be trusted that they will find it easy to justify their rigor to the public. If, as it is further reported, Mr. O'Brien has been set aside to make way for either Messrs. Carvell, or Burpee, we can, without any pretence to prophecy, forewarn ministers to be prepared to surrender their portfolios; for, with either of these gentlemen as contractor, the solemn oath of the whole cabinet will not be sufficient to convince the country that there is not a "Ring"—and a Ring means jobbery. We have advocated a Railway honestly and fairly—jobbery we shall expose, and the voice of every honest man will go with us. Messrs. Burpee and Carvell may be very excellent men in their way; but it is their misfortune, that predilections in this section of America are not in their favor. Were we a cabinet minister and had a desire to retain office, the last men we would wish to see sign the Contract would be Messrs. Carvell & Co., or Messrs. Burpee & Co.

LOSS OF A STEAMER.—The Steamer *Linda*, which plys between Boston and Yarmouth, ran ashore at High Head, near Yarmouth light, on Sunday night. The vessel will be a total wreck. There was no loss of life.

The trial of Mrs. Wharton, the Baltimore poisoner, will commence in the 2d week of September.

The Steamer *Georgia*, Capt Connell, from Pictou, arrived on Friday last. She left the same day for Montreal.

TERRIBLE MURDER AND SUICIDE.—A man named Jas. Nimmo, of Glasgow, Scotland, on the 3d ult., murdered three of his children by administering to them prussic acid, and then committed suicide.

A cold blooded murder was committed at Waterford, Ireland, on the 22nd ult., by a man named Horton, who walked into the waggon shop of Jas. Robertson, deliberately pulled out his revolver, damned him, and fired before the workmen could interfere. Robertson died in a few hours.

The singing medical-men have made their appearance in Charlottetown, but are not doing very well. The poor men were perfumed with stale eggs, by the boys, and heavily taxed by the Corporation. Their success is not encouraging under the circumstances. We would, as a friend, advise them to migrate to more favorable regions, lest worse befal them. Quacks don't thrive in this locality.

We never saw a greater perversion of facts than the *Argus* indulge in, with reference to the St. John Crew, and the people of Halifax. The only way in which we can account for the appearance of this tissue of falsehoods, upon so unimportant an affair, is, that some big St. John man, in our midst, to whom the *Argus* may be under obligations, had to be gratified. The "straw," indicates more than the *Argus* would have the public infer. Nothing else have been accomplished in this community, by its discordant, and abusive articles about the people of Halifax.

A subscription paper is in circulation in the City, to raise an amount to be forwarded to the widow of Renforth, who died while contesting the boat race in New Brunswick. The admirers of the great oarsman, we have memory in a handsome manner.—*Ex.*

What whiskey may do is shown by the St. Louis Democrat, which describes how a deputy United States marshal got drunk, lost a prisoner, was himself arrested by the police, was dismissed by the marshal, was put off a train of cars and was run over and killed, all in one day.

Amount of taxed estate, real and personal, as per return of Board of Assessors for Boston, August 30th, 1871, is, $612,663,550. Amount of tax realized from above, $7,780,444, or at the rate of $13.10 for every $1000.

A disastrous fire occurred on Mill Street, St. John, N. B., on Saturday, the 26th ult. Loss about $20,000.

CRICKET.

The return match between married and single took place on Government House ground, on Saturday last, when the single were again victorious, beating their opponents by 23 runs, as will be seen by the score below:

MARRIED—1st INNINGS.

R. Hunt, ct. Hobkirk, b. McKay,	0
Capt. Freeland, l b w, bd. McKay,	0
Capt. Disney, bd B. Davies,	4
A. Hensley, run out,	5
A. Sims, bd. McKay,	12
F. Brecken, bd. McKay,	3
J. Wakefield, not out,	2
J. Peake, bd. McKay,	0
—— Tomlins, ct. McMahon, bd. McKay,	7
W. Welsh, ct. Hyndman, bd. Davies,	0
Leg bye	1
Wide ball	1
Total,	35

2d INNINGS.

R. Hunt, ct. D. Longworth, bd. McKay.	0
Capt. Freeland, bd. Davies,	1
Disney, bd. McKay,	5
A. Hensley, bd. Davies,	20
A. Sims, bd. Davies, ct. McKay,	2
J. Brecken, run out,	6
J. Wakefield, bd. McKay,	2
J. Peake, bd. McKay,	5
W. Walsh, not out,	3
J. Arbuckle, run out,	1
Tomlins, bd. Davies,	4
Byes	2
Leg byes	2
Wide ball	1
	57

SINGLE—1st INNINGS.

F. Longworth, ct. Freeland, bd. Hensley,	3
W. Hazza d, bd. Hensley,	5
R. R. Fitzgerald, bd. Brecken,	14
W. McKay, ct Disney, bd. Brecken,	6
R. Hodgson, ct. Disney, bd. Brecken,	7
F. Hyndman, bd. Hensley,	5
W. Hobkirk, ct. Wakefield, bd. Brecken,	6
B. Davies, not out,	15
N. McMahon, bd. Brecken,	1
H. Wright, bd. Brecken,	0
D. Longworth, ct. Disney, bd. Brecken,	1
Byes	7
Leg bye	1
No ball	1
Wide balls	8
	80

2d INNINGS.

F. Longworth, ct. Arbuckle, bd. Brecken,	9
W. Hazzard, ct. & bd. Hensley,	4
R. R. Fitzgerald, bd. Brecken,	0
W. McKay, bd. Brecken,	4
R Hodgson, bd. Hensley,	0
F. Hyndman, bd. Brecken,	1
W. Hobkirk, bd. Hensley,	0
B. Davies, bd. Hensley,	0
N McMahon, bd. Hensley,	9
H. Wright, ct. Disney, bd. Brecken,	0
D. Longworth, not out,	1
Byes	4
No ball	1
Wide balls	2
	35

Died.

At the residence of her son, Mr. Samuel Batt, of this city, on Tuesday, the 29th ult., Mrs. Ann Batt, formerly of Newfoundland, aged 80 years.

Passengers.

Per *Princess of Wales*, from Shediac & Summerside, Sept 1.—8. L. Gager, Miss Mary Ring, Miss Katie Ring, W. Graves, Mrs Graves, Mr & Mrs White, W. Moore, D. Buchanan, N. D. Coffin, Mr & Mrs Odiome, Woolner, Machlon, Myers, Blanchard, D. McCallum, Miss Maggie Scott, Miss Carrie Morgan, James Gillan, John Walsh, A. Gillis.

Per *Princess of Wales*, from Pictou, Sept. 4.—A. McLean, J. H. Fraser, Rowland, McIntyre, King, Sullivan, Kelly, W. Hogan, J. Gibbons, J. Ladle, R. W. H. Jarvis, C. O. Norton, Mr & Mrs Weatherby, P. Delaney, Wm. Delaney, Higgin, Mrs Patrick, Miss Murphy, Mrs Hermans, Hon. D. Cameron, Cap. McMillan, M. McLeod, D. McLeod, L. H. Davies, C. C. Gardiner, Clarke, McDonald, Lewis, G. E. Sanctum, J. Tully, E. Reilly, Mrs Thos. Reilly, Capt. Thos. Cook (Pilot), Dr. Jenkins & two boys, C. B. Saunders, R J. Holman, Lawson Ward, Mr. May & daughter, A. Hermans, M. McLeod, Master Corbett, Mr Grimes, Miss Grimes, Mr Booth, Bishop McIntyre, Rev. Mr McDonald, J. Perry & three others—names not known.

Shipping Intelligence.

PORT OF CHARLOTTETOWN.

ENTERED.

Aug. 29.—Sch. Snipe, Morrisey, Sydney; coal. Josephine, Cheverie, Gulf; mackerel. Str. Commerce, Doane, Boston, mdse.

30.—Sch. Plover, LeBlanc, Bras d'or; limestone.

31.—Sch. Morning Light, Maskill, Pictou; coal. J. J. Marshall, Hughes, Pictou; coal. Adventure, Scott, Pugwash; limestone. Ellen, Murray, Bay Verte; bal.

Sept. 1.—Sch. Loyalist, McLean, Buctouche; deal. Fear Not, McNeill, Pictou, coal. Scud, Murchison, Margaree; coal

2.—Sch. Sword Fish, Haynes, Buctouche; deal. Venture, Anderson, Pictou; coal.

4.—Brigt. Miriam, Trayor, Boston; mdse. Sch. Farewell, McEachern, Cape George; bal. Isabel, McWilliam, Pictou; coal.

Sept. 5.—Sch. Wide Awake, Highley, Tatamagouche; deal. Feme, McLean, Pugwash; deal. Brigt. Renia, Hobbs, Bristol; limestone. Sch. Daniel, Walsh, Pictou; coal. Maria Oliva, McAvoy, Pictou; coal.

CLEARED.

Aug. 29.—Sch. Montrose, McDonald, Pictou; bal. E. Smith, Hopkins, Wallace; mdse. Barque Midas, Murchison, Pictou; bal. Sch. Dr. Kean, Orme, Boston; mdse.

30.—Sch. Mary, Morrison, Miramichi; bal. Mary Ellen, Cooper, Gulf; fishing stores. Str. Commerce, Doane, Boston; mdse.

31.—Sch. J. R. McDonald, McDonald, Souris; mdse. Maggie, Cain, Pictou; bal. Adventure, Scott, Pugwash; bal. Margaret Jane, Chapman, Buctouche; bal. Bras d'or, Sullivan, Pictou; bal.

Sept. 1.—Sch. Geo. McKay, Brandage, Pictou; bal. Str. Georgia, Connell, Quebec; md e. Sch. Frank Treat, Sawyer, Gulf. Loyalist, McLean, Buctouche; bal. J. J. Marshall, Hughes, Pictou; bal.

2.—Barque Clifton, Stewart, Pictou; bal. Sch. Morning Light, Maskill, Pictou; bal. Brig Ricardo, McCormack, Pictou; bal. Sch. Snipe, Morrisey, Pictou; bal. Brig Argos, McRae, Pictou; bal. Sch. Sword Fish, Haines, Pictou; bal. Peter Mitchell, Berry, Gulf; fishing stores. Columbia, McDonald, Gulf; fishing stores. Odessa, McDonald, Gulf; fishing stores. Venture, Anderson, Pictou; bal.

4.—Sch. Sergeant S. Day, Hardy, Gulf; fishing stores. Elizabeth Ann, Johnson, Miramichi; bal. R. Munroe, Walker, Canso; mdse. Josephine, Cheverie, Souris; mdse. Sailor's Bride, Matheson, Tignish; bal. Elizabeth Ann, Johnson, Miramichi; bal. Mary Garvin, Richards, Pictou; bal.

5.—Sch. Wide Awake, Highley, Tatamagouche; bal. Daniel, Walsh, Pictou; bal. Isabella, McEachern, Cape George; bal.

Exports from the port of Charlottetown for the week ending Tuesday, the 5th Sept.—Mackerel, 1565 bbls.; alewives, 187 bbls.; oatmeal, 26 bbls.; pork, 2 bbls.; eggs, 135 bbls.; sheepskins, 2 crates; hair, 1 bbl.; lobsters, 122 boxes; horses, 2; butter, 2210 lbs.

Arrivals from the fishing grounds since Tuesday, the 29th August:—

Schr. Josephine, Cheverie,	250 bbls.	mackerel.
Frank Treat, Sawyer,	100	do.
Peter Mitchell, Berry,	370	do.
Columbia, McDonald,	80	do.
Sergeant S. Day, Hardy,	340	do.
Total	1145	

RETAIL PRICES CURRENT.

CH'TOWN, Sept. 5, 1871.

Provisions.	
Beef. (small) per lb.	4d a 9d
Do. by the quarter	4d a 6d
Mutton	3½d a 6d
Lamb, per lb.	3d a 6d
Butter (fresh)	1s 1d a 1s 3d
Do. by the tub	1s a 1s 1d
Cheese, per lb.	3d a 5d
Do. (new milk)	10d a 1s
Tallow, per lb.	7d a 9d
Lard, per lb.	9d a 1s
Flour, per 100 lbs.	20s a 21s
Peas	10d a 1s
Oatmeal, per 100 lbs.	19s 0d a 20s 10d
Buckwheat flour per lb.	1½d a 2d
Eggs, per doz.	10d a 11d
Grain	
Barley, per bush.	4s 6d a 5s 6d
Oats per bush.	3s 3d a 3s 6d
Vegetables.	
Green Peas, per quart	1s
Potatoes, per bush.	2s 8d a 3s 6d
Turnips per bush.	-
Poultry.	
Geese	2s 9d a 3s 9d
Turkeys, each	6s a 8s
Fowls, each	1s 3d a 2s
Chickens, per pair	2s 6d a 3s 6d
Ducks, each	1s 3d a 1s 6d
Sundries.	
Hay, per ton	50s a 60s
Straw, per cwt.	1s 6d a 2s
Clover Seed,	none
Timothy Seed, per bush.	none
Homespun, per yard	4s a 6s
Calfskins, per lb.	6d a 9d
Sheepskins	3s a 4s
Hides, per lb.	4½d a 5d
Wool	1s 6d a 2s

GEORGE LEWIS, Market Clerk.

CH'TOWN MARKETS, (WHOLESALE.)

Tuesday, Sept. 5, 1871.

FLOUR.—No change Superfine No. 1 Canada, $7; No. 2, $6. 50, per bbl. Cornmeal, $5 per bbl.; Do. $2.50 per bag of 100 lbs.

PROVISIONS.—Beef fresh per quarter, Prime 10 cents, medium 6 to 7 cents per lb.

FISH.—During the pastweek 1145 bbls. mackerel were reported at the customs, prices still rule low. Codfish are plentiful, and prices firm; small $2,10; medium $2.75; large $3.55 per quintal.

PRODUCE.—Butter 14 to 15 cents per lb. Eggs 14 cents per doz. Potatoes 45 cents per bush. Hay $9 to $10 per ton.

WOOL, washed, 32 cents per lb.

HIDES.—5½ to 7 cents; calf skins, (prime) 12 cents; do. (medium), 8 cents per lb.

LEATHER.—The demand, both foreign and home, still continues active, and prices remain firm at former quotations. Good side 43 cents; Calf, 75½ cts.; light sole, 22 cts.; light harness and belt, 32 cts. per lb.

ST. JOHN MARKETS, Sept. 2, 1871.

Eggs, 20 cents per doz.; butter, 23 cents per lb.; beef, 6 to 8 cents per lb.; potatoes, 80 cents per bush. Handford Bro's report markets exceedingly dull. Flour in steady demand and prices firm. Oatmeal, $6.25 per bbl.; P. E. Island old oats, 56 to 58 cents per bush.; pork shows a tendency downwards; P. E. Island exchange, 1 per cent. discount.

HALIFAX MARKETS, Sept. 4, 1871

Oats, 60 to 65 cents per bush.; barley, 75 to 80 cents per bush.; potatoes, 60 to 70 cents per bush.; butter, 15 to 17 cents per lb.

BOSTON MARKETS, Sept. 2, 1871.

Mackerel have a tendency downwards, No. 1 bay, 10 to $11 per bbl.; 2's, 7.75 to 8.00 per bbl.; codfish, (large) $4.00 to 4.50 per qtl.; butter, 19 to 20 cents per lb.; eggs, 20 cents per doz.; hay, choice new, 35 to $34 per ton; potatoes, 50 to 55 cents per bush.; wool, tub washed, 70 to 75 cents per lb.; unwashed, 50 to 55 cents per lb.; hides, 7½ to 8 cents per lb. calf skins, 16 to 18 cents per lb.

CARLTON HOUSE,

A FIRST-CLASS PRIVATE HOTEL,

57 Argyle Street,

HALIFAX, N. S.

B. W. COCHRAN, Proprietor.

This House is beautifully situated in the centre of the City, surrounded with trees, only a minute's walk from the Post Office and other Public Offices.

Rooms and Halls large and airy, furnished in the best manner.

Tables supplied with the best the markets afford.

Visitors to Halfax will find the CARLTON unsurpassed in the Dominion for comfort, cleanliness and quietness.

☞ Your patronage solicited.

Aug. 6, 71. 3m pd

FEATHERS! FEATHERS!

WANTED IMMEDIATELY.

MARK BUTCHER.

Sept. 6, 1871. 6w

Apprentice Wanted.

WANTED, by the Subscriber, a smart Boy about 16 years of age, as an Apprentice to the Gasfitting, and Tinsmith Business. A Boy from the country preferred, bearing a certificate of character.

A. HERMANS, Gasfitter.

Sept. 6th 1871.—3i

JOHN CAIRNS' MARBLE WORKS!

Kent Street, Charlottetown.

THE Subscriber has constantly on hand a large Stock of Marble and Freestone, and is prepared, at any time, to execute orders of every description, such as

Monuments, Tombs, Headstones, and Tablets; also Chimney Pieces and Shelves, with Brackets.

In point of Workmanship, Design, and Lettering, he feels confident that the work executed at his Establishment heretofore, will compare favorably with that from any similar Establishment in the Island.

The Subscriber has, for sale, a large quantity of Shelling Stones, for Mills, all sizes. Also, on hand, Registered Grates and Grindstones.

Remember the Old Stand.

JOHN CAIRNS.

March 15, 1871.—pat

COAL! COAL!

THE NOVA SCOTIA COAL COMPANY are now prepared to ship from their wharf, Middle River, Pictou,

[illegible]

of a superior quality, and at reasonable prices; and their facilities for shipping will enable them to give quick dispatch.

Being assured that their Coal will give good satisfaction to consumers and dealers, a share of public patronage is respectfully solicited.

A. G. GREIG, Superintendent.

Black Diamond Colliery,
Pictou, Aug. 30, 1871. 2m

Executors' Notice.

ALL persons having legal claims against the Estate of MARTIN O'HALLORAN, of Charlottetown, Merchant, deceased, will furnish the same, duly attested; and all persons indebted to the Estate are required to make immediate payment to

JOHN GAHAN,
WALTER O'HALLORAN,
Executors of the Estate of Martin O'Halloran, deceased.

Ch'town, Aug. 30, 1871. 3m

Valuable Business Stand to Let.

THE SHOP, WAREHOUSE and CELLARS of the late MARTIN O'HALLORAN, on Great George Street, will be rented for a term of years. Apply to the Executors,

JOHN GAHAN,
WALTER O'HALLORAN.

Ch'town, Aug. 30, '71. tf

LONDON HOUSE.

ONE of our Firm left Charlottetown for England on the 25th ult., and within 30 Days after his departure we have opened out

4 Cases GOODS

selected by him in Liverpool and London. This unprecedented dispatch enables us to offer some of the latest styles of

Figured Repps, Poplins, Lustres and Cobourgs,

DRAB de LYONS, DRAB de FRANCE
GROSS GRAIN,

Fringes, Trimmings, Flowers, and a few

LADIES' MANTLES AND HATS.

Also, a sample of

READY-MADE CLOTHING,

and a few

GENT'S HATS,

In Granville, Milan, Alpine, Tyrol, and Strasburg fashions.

SIMON DAVIES & Co.

Aug. 30, 1871.

LITTLE WANZER SEWING MACHINE,

Another lot of this

CELEBRATED

SEWING MACAINE

Just received.

A. B. SMITH.

may 31.

NOTICE.

THE undersigned having been appointed by power of Attorney, to collect all debts due and owing to the Rev. George A. Belcourt, late Parish Priest of Rustico, in Prince Edward Island, hereby notify all persons indebted to the said Rev. George A. Belcourt, by Promissary Note, or otherwise, to come forward and make arrangements for the settlement of their respective amounts.

DAVID MUTCH,

Charlottetown, Aug. 19, 1871. 6w

NORTH BRIT