

money. Such an idea is derogatory to the character of man. Workingmen, for we are now speaking to you, should acquire useful knowledge for the very pleasure that is inherent in the acquirement of it, and for the object of being better men and better citizens. There is no way by which the working people will ever be elevated to a higher position in society, than by sound knowledge—knowledge is power. When men intelligently understand themselves—their own rights and the equal rights of others, then they will exert an influence at once healthy and beneficial both for their own benefit and the benefit society. This kind of spirit is now being developed and these opinions are now being extended among the working classes throughout many parts of the world. With a calm and solid judgement they perceive that virtue, common sense, correct information, as calm and liberal views are only true guides for the elevation of any class of men, certainly these views and those acquirements are not incompatible with Labor.

Editor's Department.

MIRAMICHI:

CHATHAM, TUESDAY, JULY 4, 1848

The Subscriber having been compelled to consume a large amount of time, and incur considerable expense, in his too often fruitless endeavours to collect his far-spread Outstanding Debts, hereby notifies all persons to whom he is not indebted, and with whom he has not a running account, that orders for advertising in the Gleaner, and for Printing in future, must be accompanied with the CASH otherwise they will not meet with attention.

JAMES A. PIERCE.

EUROPEAN NEWS.

The Royal Mail Steamer Cambria, arrived at Halifax on the morning of Wednesday last. She had a passage of eleven days. The mail was received here on Friday afternoon, and our papers are to the 17th of the month.

We are sorry to perceive that the accounts of the state of trade and commerce in the mother country, still continues very unfavourable. The news from all parts of the continent record the onward march of confusion and anarchy which has characterized it for some months past.

We have made copious extracts copied principally from Willmer & Smith's admirable news sheet, which embrace every thing of consequence that has transpired since the sailing of the previous steamer.

LIVERPOOL TIMBER MARKET.—The following is Willmer & Smith's report of this trade:—

Our market still partakes of the prevalent depression in trade, and presents a remarkable contrast to the activity usually displayed in former years at this season of the year. A cargo of St. John's Pine has been sold, of 19 inches average, at 17d. per foot, a cargo of fair quality Quebec at 14d. per foot, a cargo of Charleston pitch at 17d. per foot; two cargoes of Swedish deals and battens at £12 per standard, and small parcels of the same at £11 per standard, with handspikes at 5s. per dozen. Several cargoes of St. John's Pine and deals, now landing, remain undisposed of. Several parcels of standard Staves have exchanged hands at low rates, and the demand, which was brisk a few weeks ago, for Pondeen and Hogshead Staves, has partially subsided.

IMPORTANT IF TRUE.—The following important piece of news is copied from the Halifax Sun of Tuesday last. We should not be surprised to hear that there is some truth in the rumour.

Rumours were afloat in this city yesterday touching the purport of certain despatches said to have been received from the British Minister in the United States the day previous. One story was, that the steamer which was employed by the British Government to convey Mitchell—the 'felon' patriot of Ireland—to Bermuda, had been obstructed in her outward bound voyage, and the captive released. Another—and the most likely to be founded on truth—that an expedition was on foot in the neighbouring Republic, with this object in view. Certain it is, that a fast-sailing vessel was immediately got ready for sea—her sails having been bent by seamen from the Pyramids, receiving ship, and despatched to Bermuda yesterday morning—the crew for the voyage having been shipped at their own terms. Be these rumours true or false, there is something in the wind which requires speedy communication to the authorities at Bermuda. That it is connected with the transportation and confinement of Mitchell we believe.

UNITED STATES.—We are indebted to a late number of the Boston Transcript for the following important intelligence respecting the feeling of Irishmen in New York regarding the sentence of Mitchell. This paragraph strengthens the likelihood of the rumour copied from the Halifax Sun:—

Excitement among the Irish.—Great excitement was produced among the Irish in New York by the news of the conviction of Mitchell. At meetings at the Shakspeare Hotel and in the open air on Tuesday, a resolution was unanimously adopted, authorising the appointment of a committee who will use all and every means to rescue Mitchell from the British authorities at Bermuda. One of the speakers described the locality of Bermuda, and told how easily the exile could be rescued. Col. Ming offered his services in the expedition, stating that he only asked 2000 men for the purpose. A Mr. Mooney coolly exhorted the Irishmen present not to be afraid of the law of the United States with respect to organizing a brigade for Ireland: for he would offer himself to the district attorney and say he broke the law, but where would a jury be got to convict him when going for liberty? A sentiment, which, as we are told, was received with immense cheers. A genuine Irish pike was borne through the streets of New York yesterday by a detachment of the 'Irish brigade.' The Express says, the pike is a savage looking death-dealing instrument a sort of Union of meat axe and reaping hook, upon a twelve foot pole!

Later intelligence state that the President intends issuing a Proclamation against the movement of the sympathisers.

On the subject of Mitchell's trial and condemnation, the Transcript says:—

In the case of Mitchell, we consider him a gallant fellow and well worthy the best sympathies of all consistent republicans; but as the New York Mirror justly remarks, he has more cause to complain of his own countrymen than of England. The twelve men who pronounced him guilty were Irishmen; the prosecuting attorney was not only an Irishman; but an Irish Catholic; the Judge who sentenced him was an Irishman; he was confined in an Irish prison by Irish turnkeys, and taken to an Irish port, whence he was transported, without an Irish hand being lifted to rescue him; and shortly before he was tried he was mobbed by an Irish mob, and pelted with brickbats from the city of Limerick.

FREDERICTON.—The Steamer Rowland Hill took fire while lying at one of the landing places in this city. Prompt assistance was obtained, and the fire subdued before the boat sustained much damage.

COUNTY CHARLOTTE.—The Gazette furnishes the following distressing news from the quarantine station in this county.

Upwards of 66 cases of Ship Fever remain, we understand, among the Passengers by the ship Star. Four deaths lately occurred. Dr. Grove is down with the fever at his own house, and passed we are informed this morning, a rather uneasy night, from which we infer he must have got worse, as the report last night was favourable.

There is, we understand, a correct report in the hands of the agent for the Emigrants of the state of all the sick, but we have not seen it. Dr. McStay remains at the Quarantine ground, where there are, we have been told, 74 cases remaining, and the report spoken of is doubtless from him.

Since writing the foregoing we have learnt that Mr. Boyd, the Provisional Emigrant agent at this port, has, also, been taken down by the fever, and is now, in consequence, confined to his house; but as people will, in these times, give wings to their imaginations, and make all complainings arise from Ship Fever, it is, quite possible our informant may be in the wrong.

CANADA.—The Quebec Gazette of the 26th June says:—

We learn from Capt. Armstrong, of the Sydenham, that an extensive fire occurred at Sorel between 12 and 1 o'clock, Saturday morning, during the violent gale from the west 14 houses, near the market, principally occupied as shops, were destroyed, one entire block, except one house, was swept away. The loss is estimated at about £9000. No lives lost.

The following remarks of a Correspondent in the Quebec Chronicle is worthy of deep consideration to the people residing on this side of the Province of New Brunswick, as well as those on the Canada side of the Bay Chaleur. We hope the hints thrown out may have the effect of calling attention to this important subject.

Shall we have Steamers to Halifax and St. John's Newfoundland?—Already the Americans have built a steamer to trade between Boston and Halifax; and bye and bye—as soon as the free navigation of the Saint Lawrence is conceded—there will be an American steamer plying between Boston and Quebec. We cry out for a railroad to bring to our doors the produce of the Eastern Townships, we seek a railroad by which to send our flour and ashes to Halifax; we seek to know by telegraph how the people below are—all very proper, we admit;—but why we do not court an acquaintance with the long shore villages and towns of the Lower Saint Lawrence by the natural highway, we cannot tell. If there were no river we would be vo-

ciferating for a canal: there is one, and we will not use it; nor shall we, in spite of all that may be said or done, until the Americans or Haligonians surprise us, by popping up a steamer to this port. It is human nature, may be—certainly it is not prudence—prompting us to act thus. We have heard the want of wharfs at these village harbours, spoken of as a drawback, and in this there may be truth; but still, with enterprise and desire, scarcely a hindrance worth the name. The districts below Quebec, with the exception of Gaspé, have been neglected, because no one cared for their interests—because no trading politicians fell to their lot;—scows, batteaux, schooners, pilot-boats, are good enough to bring up the cheese, the butter, the corn, oil, of Kamouraska and places adjacent to Quebec: the fish of Gaspé may go to England, the Mediterranean, or the West Indies—we want none of these things, and will want none for Shipment to Chicago. Has Miramichi nothing to send to Quebec?—no shellfish—nothing? Nova Scotia no plaster? New Brunswick nothing? The American provinces, admirably situated by nature for trading one with the other, scarcely know each other, and this too in the nineteenth century. Do we desire to visit Halifax, or St. John, N. B.?—we must go by the States—call at Boston for the steamer. Must we visit Newfoundland, only about 600 miles off, and to which the Saint Lawrence is the direct route?—our way lies by the States. Newfoundland? what care we about Newfoundland?—Is it not at this hour farther from us than England?—Yesterday only had we later news from Britain than from St. John's: and yet we brag of intelligence, and would have the free navigation of the St. Lawrence—and indeed we need it. We want the Americans to build a steamer at Chicago; to trade between that port and Newfoundland. A steamer from that port has already been spoken of, as being about to make a trip to Halifax direct.—Verily, as the Americans say, we are a great people!

THE NAVIGATION LAWS.—A public meeting was held at Saint John on Tuesday last, for the purpose of Petitioning Her Majesty's Government against the repeal of the Navigation Laws. The Recorder, in the absence of the Mayor, presided. The Hon. John Robinson, proposed the following resolutions, which after considerable discussion, and much opposition, were adopted, and a committee appointed to prepare an Address to Her Majesty's Government, in accordance therewith.

Resolved, That in the opinion of this meeting, the measures now under consideration of the House of Commons, relative to the alteration or revision of the Navigation Laws, will prove destructive to Ship Owners, ruinous to Ship Builders, and will generally affect the welfare and prosperity of the British Empire, as there is no reciprocity or equivalent to be found in the scheme as introduced by Mr. Lubbock for the sacrifice of so great a Boon to the Foreigner; and moreover, that this Province particularly, being largely interested as Ship Owners, extensively engaged in Ship Building, furnishing employment to thousands of artisans, emigrants, and labourers, would suffer most seriously if the alterations now contemplated are carried without immediately opening other channels, in some measure to compensate for the ruinous consequences that must otherwise inevitably follow.

Resolved, That this meeting consider the abandonment of a system under which Great Britain has so successfully been enabled to compete with all the world in her Mercantile Navy, for so long a period, as unwise in principle, unsound in theory, and dangerous in practice—reciprocal advantages are to be obtained from foreign countries for such a Boon conferred upon them by the sacrifice of the British Shipping Interest, created, fostered, and cherished by the most able and celebrated statesmen that ever wielded the destinies of Great Britain, of every political creed.

Resolved, That this meeting feel deeply the influence that such a measure would produce upon the feelings and attachment of the people of this Province if left entirely unprotected, and required to compete with Foreign countries in the main staples of their export, at a distance so much greater from their only market at present, and which must lead to the abandonment of the Province by a very large portion of its inhabitants, leaving behind them, as valueless, the results of the labour of a lifetime, and destroy the prosperity of this once flourishing Province of the British empire.

Therefore, Resolved, That it is the opinion of this meeting, that if the Navigation Laws are altered as contemplated, nothing will prevent such a calamity to this Province, as heretofore referred to, but the opening of other markets for their exports—the privilege of selling their ships in any market—the right of procuring registers in foreign countries—perfect freedom in the employment of foreigners in the navigating of their ships—the privilege of trading to and with all countries, coastwise, as well as foreign—and the removal of all restrictions in the conduct of their ships.

PORT OF ST. JOHN.—The papers furnish us with the following intelligence regarding affairs at the Quarantine station.

We learn from the report of H. M. Emigration Officer, that between the 17th and 24th inst., the following vessels have landed passengers at this port:—Bark Lord Maidstone, from

L'Derry, 332 passengers; Springhill, from Donegal, 103; Linden, from Galway, 172; brig Dealy, from Berehaven, 128. Six children died of measles on board the Lord Maidstone on the passage: no other sickness. There were several cases of fever in the Springhill, and both fever and small pox in the Dealy and Linden. The above passengers were all landed at Patridge Island, whence those in health were sent to the City, after purification. There are 53 cases of fever and small pox now in hospital at Patridge Island, but they are considered of a dangerous character.

MELANCHOLY ACCIDENT.—A most distressing accident happened at the mill of Messrs. Gilmour, Rankin & Co. in the Parish of Newcastle, on Saturday last, by which a young man of the name of Laughlan McKay, who arrived here a few weeks since from Cape Breton, lost his life. A plank was thrown from one of the piles, which struck him on the crown of the head. He was brought over to Chatham immediately for medical assistance, but he expired a short time after, without showing any signs of consciousness. An inquest was held on the body, at the residence of Peter Moar, before Martin, Cranney, Esq., Coroner, when a verdict of accidental death was returned. He was interred on Sunday afternoon.

TO CORRESPONDENTS.—A Correspondent asks us—'How is it that no notice has appeared in any of the papers touching Cunningham's escape from the Dalhousie Gaol?' We can answer for ourselves,—we were not before aware of the circumstances. If such be the fact, we think the authorities of Restigouche ought certainly to have made the matter public.

LAUNCHED—from the building yard of the Hon. Joseph Cunard, in Chatham, on Saturday morning last, a fine bark, named the Northumberland, of the burthen of 531 tons, old measurement.

COUNTY BUILDINGS.

Mr Pierce,

In your paper of the 27th ult. your readers would infer from the information of your Newcastle correspondent, that its inhabitants were already settled in the Railway car for Washington.

As we consider ourselves (including the enterprising contractor) good loyal subjects of Her Majesty, and strenuous supporters of the British Constitution, you will please put them right in this respect, by informing your correspondent that the Corner Stone was laid on the 1st instant, underneath which is a casket containing some Newspapers of recent date, and a paper, on which is inscribed as follows:

County Northumberland, Province of New Brunswick. On this 1st day of July, in the year of our Lord 1848, and in the twelfth year of the reign of our Sovereign Lady Victoria, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., Sir Edward Walker Head, Baronet, being Governor of the Province. The Corner Stone of the Building now commenced to be erected intended in conformity with the Law, to be appropriated for the Officers of Registrar of Deeds and Wills and Clerk of the Peace for the County of Northumberland, for the reception and safe keeping of the public papers and records respectively in their custody. The Committee appointed at the General Sessions of the Peace in January last, for the purpose of procuring a plan and contracting for the erection, viz: John Fraser, John Nesmith, Thomas C. Allan, Alexander Fraser, Jun., and Richard Hutchison, Esquires, being present.

On the 1st day of July as above stated, Alexander Davidson, Esq. being Chief Justice of the Court of Common Pleas, and Chairman of the General Sessions of the Peace, William A. Black, Esq. High Sheriff, the former a son and the latter a nephew of two of the early Representatives of the County. The Hon. Thomas H. Peters, Clerk of the Peace and the Inferior Court of Common Pleas; and Allan A. Davidson, Esq. Registrar of Deeds and Wills; and the following Gentlemen being the Representatives of the County in the General Assembly of the Province, viz: The Hon. Alexander Rankin, and John A. Street, William Carman, and Martin Cranney, Esqs.

David Witherell, Contractor, Matthew Lamont, Builder. Signed by the Committee. The casket being deposited, the Stone laid, and the Hammer and Trowel returned by the Chairman to the Builder—Mr Allan in his accustomed concise but comprehensive style, addressed the spectators, (amongst whom were the High Sheriff and James Johnson, Esq.) congratulating the county in the prospect of soon possessing a building, in which its records will be safely deposited and kept; on this being accomplished he hailed the present commercial depression as the harbinger of brighter and better days for Northumberland, and concluded by proposing three cheers for the Queen and the peace and prosperity of the county, which was heartily responded to by all present. Mr Witherell then requested his friends to accompany him to his residence, where a bumper was pledged to the health of Her Majesty Victoria—The Queen, God bless her.

Newcastle, July 3, 1848.