

under the denomination of "dwellings for the poor" the amount saved in the original cost would be just £2 3s. 9d. It seems tolerably clear, then, that the rents of such houses will not be reduced a single shilling by the reduction of the timber duties, and that Sir Charles Wood must try again before he legitimately earns the poor man's blessing. At all events, we would fain hope that with such facts as these before them, members of the Legislature will pause before they sanction, for infinitesimal advantages, a scheme which inflicts positive ruin upon many of her Majesty's most faithful subjects, and endangers the integrity of the dominions of the Crown.

The case of the British shipbuilders remains to be disposed of, and although the Chancellor of the Exchequer has managed altogether to lose sight of this very important class of our commercial community in the midst of his benevolent dreams of poor men's palaces, they deserve and must command some consideration from the state. There can be no doubt, unfortunately, that one of the many evil consequences of the abolition of the navigation laws has been to place the British shipbuilder wholly at the mercy of the foreigner, and that with regard to him some modification of the timber duty has become indispensable. The suggestions of our correspondents upon this subject are most worthy of attention. They state that little or no foreign pine timber or soft wood is used in shipbuilding, and that if the duties are to be altered really for the sake of the British shipbuilder, it will be sufficient, so far as his interest is concerned, to remove the duty on oak timber and hard wood only. By such reduction a certain measure of justice will be secured to our shipbuilders at home, and the impending mischief to our colonies at least partially averted. We sincerely hope that the considerations put forward in the correspondence to which we have opened our columns will be duly weighed by the Legislature, and whilst there is yet time that it will refuse to become party to a scheme which, in its present shape, can be of so little benefit to any one, and which must immediately and directly produce serious evils to large and important classes, and which, in fact, threatens the Sovereign with the disaffection or loss of a most valuable portion of her dominions.

PROPOSED REDUCTION OF THE TIMBER DUTIES.

[To the Editor of the London Morning Herald.

Sir,—When government announced, by the first financial scheme laid before parliament this session, the intention of reducing the duty on foreign timber and deals, and, believing, as we did, that the proposal was made under a misconception of the present position and practical working of the trade as now carried on with foreign countries and our own colonies, we addressed Lord John Russell and the Right Hon. Mr Labouchere on the subject, which communications, we understand, were submitted to the Chancellor of the Exchequer.

It would appear by the second or amended budget that it is still the determination to carry out this proposal, and therefore we are very desirous to make known, through the medium of your journal, the true state of the trade, in the hope that the legislators of this kingdom may inquire into the merits of the question and may satisfy themselves on the subject before they give their consent to sacrifice or throw away such a large amount of revenue, and approve of a measure which, we are convinced, will not benefit the consumers of this country, or any British subject in it unconnected with foreign interests, but which, if carried into effect, will prove very injurious to the shipping interests of the nation, and most ruinous to our North American Colonies, especially to Canada and New-Brunswick.

We consider the communications referred to, and herewith annexed, contain sufficient to satisfy candid inquirers; we neither desire nor expect protection for the Colonial timber trade; we only urge for what we conceive the colonies are justly entitled to have—that is, the duty so adjusted that they may be able to compete on equal terms with foreigners, every advantage and disadvantage being fairly taken into account.

But it is quite evident that even Sir C. Wood himself has great doubts and misgivings of the propriety of his proposed measure; for, as reported in the Times, he is made to say in reference to a further reduction—viz.: There is not sufficient competition on the part of colonial producers to bring down materially the price of foreign timber. I should therefore be merely putting so much money into the pocket of the foreign producer. Now, we have shown that already large sums of money have been put into the pockets of foreign producers by the last reduction of duty; and it must be abundantly obvious, that when the foreigner is now competing at great advantage over the colonist, another reduction of duty will still further increase that advantage. In order to meet the just claim of shipbuilders we have suggested that oak and all other hard woods should be admitted duty free—that is, at the nominal duty of one shilling per load, as now levied on colonial timber. This, we contend, would in some degree though very slight indeed, meet the difficulty of recent legislation in a more effectual manner than that now proposed. And now we shall consider the advantages and additional comforts which Sir C. Wood says the poor man will procure by the reduction, and we will suppose that the whole amount of duty so proposed to be reduced is saved to the consumer of this country—that is that the price

of timber is reduced by the full amount of that duty, which however, we are sure will not be the case.

In the construction of the following classes of dwellings the quantity of wood as stated will be required, and suppose we put it one half each of timber and deals, the reduction of duty thereon will be 8s. 9d. per load—say 8s. 9d. :—

A house for common laborer, workman or mechanic rents at from £5 to £7 per annum, and requires in the construction of it from 95 to 105 feet cubic of wood—say 160 feet, or 2 loads at 8s. 9d. £0 17 6

The next class of houses rents at from £9 to £11 a year, and requires from 145 to 165 feet cubic in the construction, or say about 3 loads, at 8s. 9d. 1 6 3

The third class of houses at an annual rent of from £18 to £20, requires in the construction 250 feet cubic, or 5 loads at 8s. 9d. 2 3 9

Now we might go on to show the amount of annual saving which the foregoing 17s. 6d. expected by Sir C. Wood to be gained by the poor man, would give; but that is surely quite unnecessary. We are, however, convinced that the poor man would never receive the least benefit from it, for if even, as already supposed, the whole reduction of the duty proposed were to be secured to the consumer of wood in this country, such a small saving in the construction of the house would not reduce the annual rent of it.

Surely then for an object so trifling, and withal so uncertain, it can neither be safe, wise, nor patriotic policy to hazard the direct interests of this nation, and the peace and loyalty of our North American Colonies, whose interests commercially, even under existing trade regulations with this country, would most assuredly be more advanced by connexion with the United States than to remain as at present; and if this be so, it may easily be conceived what the result will be if their timber trade should be sacrificed, for they have now no other of any importance with this country.

We are, Sir, your very obdt servants,
POLLOK, GILMOUR, & Co.
Glasgow, April 9, 1851.

[A press of matter compels us to postpone the publication of Messrs. Pollok, Gilmour & Co's. letter to Lord John Russell, and Mr Allen Gilmour's letter to the Right Hon. Mr Labouchere, until next week.]—Ed. Gleaner.

MIRAMICHI:

CHATHAM, MONDAY, JUNE 9, 1851.

ANOTHER RAILROAD SCHEME.—We are indebted to the St. John Morning News for the following copy of a Letter, which has been issued by the Deputy Chairman of the "Canada, New Brunswick, and Nova Scotia Railway Company," which it appears has been established in London. If the Colonies fail in procuring Railroads it will not be for want of "Schemes." Our contemporary has a long article on the subject, in which he deals some heavy blows at the projectors.—He concludes as follows:

"Now, seriously, we have no objection to companies or capitalists, in England, spending their money as they please. They may throw it into the Thames for that matter. If they are so green as to believe (according to the Prospectus) that a Railroad can be built from Halifax to Montreal, a distance of 740 miles of £1,480,000—when the Halifax and Quebec line (a shorter distance) is estimated to cost £5,000,000—if they can believe that the work may be done for £1,500 per mile—and finally believe that when it is done the stock will yield from 15 to 20 per cent. interest—then let them believe away, without seeking further information. It is their business—not ours. There is some railway fun ahead yet, depend upon it. It is a great misfortune, however, that New Brunswick must stand still until these ninny-hammers beat themselves flat."

We copy below the Letter alluded to above:

"LONDON, May 9, 1851.
"Gentlemen,—I do myself the honor in connection with the interest the English Directors of the Canada, New Brunswick and Nova Scotia Railway Company take in the development of the resources of the British North American Provinces, and more especially New Brunswick of communicating personally with you upon matters of vast importance intimately associated with the future prospects of your noble Province.

As Deputy Chairman of the great railway from Montreal to Halifax, I have in the first place the pleasure to inform you, that through the warm support of the most eminent men in England, this great national work will be commenced without further delay.

The capital for the construction of the line will be at once advanced by English Shareholders, and unconnected by the oppressive restrictions suggested by Earl Grey, you will this summer see this great work in rapid progress. The obstacles which were offered to the Company by persons interested in an adverse scheme, the tendency of which would have been to divert the entire traffic of the British North American Provinces into the United States have now vanished, and backed by the capital, rank, and intelligence of the mother country, the Canada, New Brunswick and Nova Scotia Railway Company will effectually carry out the objects contemplated

in the act of Incorporation passed in Canada 28th July, 1847—gazetted by Proclamation on the 24th June, 1848, and approved of in the Imperial Council by Royal Assent on the 15th of April 1847, and for the further extension of the powers of which in New Brunswick you will see the official notice in the Gazette of the 9th April, signed by Mr Timmis, the Secretary of the Company.

To the Hon. William Black, President Legislative Council:

To the Hon. Charles Simonds Speaker of the Assembly:

Deeply impressed with the importance of anything which can tend to the permanency of our Sovereign's rule in New Brunswick, the Directors of the Company resident in England, have resolved to effectually aid your endeavors to resist the impolitic and ruinous measures of the present Government for the repeal of the Timber Duties on foreign wood, the effect of which would be the ruin of your province, and the hastening of a severance from the Imperial Crown. For the above purpose they have inserted an advertisement in this day's Times, a copy of which is enclosed, notifying the convening of a public meeting in the City of London, to boldly defend the cause you have so eloquently submitted in your memorial to the House of Peers. His Grace the Duke of Richmond has been invited to preside, and the meeting will be attended by the most influential members of Parliament, impressed with the vast importance of resisting any further tampering with the feelings of the inhabitants of our noble American Colonies.

You will hear by the next mail the result of the meeting which will be held in the ensuing week. The Directors beg of me to convey to you, and through you to the Legislative Assembly, which has unanimously petitioned against the repeal of the timber duties, their determination to aid by effectual means the great cause you represent. They will, while developing the resources of New Brunswick by their great line, also bear in mind the necessity there now arises for a powerful body to compete in England with the impolitic measures of the Government, which are no less ruinous to the British North American Provinces than destructive to that good feeling which should exist between the Colonies and the mother country—the tendency of which would peril the very existence of the ties connecting you with the British empire.

I enclose herewith a proof copy of the English Prospectus of the Company in next week's papers, the same will be publicly advertised. An eminent firm in the city has undertaken the entire disposal of the stock within two months. Already £500,000 has been subscribed for.

The company have officially notified to the Earl Grey, their operations, and the basis upon which they would alone accept of a national aid, to a work which private capital and British enterprise are fully capable of carrying out untrammelled by the suggestive missions of irresponsible Agents, as evinced in the unauthorised and officious interference of Mr Howe, which the Canada, New Brunswick and Nova Scotia Railway Company have effectually repudiated.

I have, in conclusion, the pleasure of informing you that a nobleman of large fortune has accepted the chairmanship of the Railway, while the Company will be presided over by a noble Duke of great influence.

I have the honor to remain, Gentlemen, your most obedient humble servant,

ARTHUR SLEIGH.
Deputy Chairman.

Whatever may be said in reference to the practicability of the above scheme, or the wisdom displayed by the parties who have engaged in it, it is gratifying to us to witness the interest which the people of England are now taking in the affairs of these Colonies; and we feel convinced that measures calculated to benefit both the Parent State and her dependencies in this Continent will ultimately grow out of them.

A late London paper says that Mr Arthur Sleigh, deputy chairman of the New Brunswick, and Nova Scotia railway company, accompanied by Mr Andrew Clarke and Mr James Davidson, had an interview on Tuesday the 6th inst. with Earl Grey at the Colonial Office.

NEWFOUNDLAND.—The sum of one thousand pounds sterling per year, for three years with remission of duty on coals, has been voted in the Assembly to be paid to any party who will run a steamer monthly, for ten months, between the United Kingdom, Saint John's, and the United States, the vessel to be of 600 tons if a screw boat, and 800 tons if a paddle boat.

The Patriot says the continuous easterly winds have had a most deleterious effect upon the general health of the city. There is scarcely a family who has not some of its members suffering from influenza.

BASE COIN.—A person reporting his name as John Roach, and apparently a sailor, was apprehended and convicted on Thursday last of passing a number of spurious Sovereigns.

LAUNCHES.

On the 17th May, from the building yard of Messrs. G. & A. Smith, in Bathurst, a Schooner of 85 tons measurement, named the Maria Adele. She is represented to be a fine craft, and reflects credit on the master-builder, Mr S. White.

At the same place, on the 31st May, from the yard of Mr James M. Wolhaupter, the brigantine Caroline, of the burthen of 95 tons. She is said to be a very substantially built vessel. The master builder is Mr Joseph Hall.

On the 3d June, at the same place, from the building yard of Messrs. Ferguson, Rankin & Co., the Gipsy, a Brigantine of 171 tons register. Mr James Willis is the master builder, and the superior construction and model of the vessel, it is said, reflects much credit on him.

From the building yard of Messrs. John & T. Jardine, in Richibucto, on the morning of Wednesday last, the Ship Roderick Dhue, of the burthen of 1,167 tons new measurement. She is represented to be a superior model, to be constructed of excellent materials, and in every respect to reflect credit on the skill and enterprise of her builders.

Deaths.

At the residence of Mr Francis Elliot, in the Parish of Newcastle, on the 25th ult., Mrs MARY CARRUTHERS, in the 84th year of her age.

At her father's residence, Tabusintac, on the night of Monday, 2nd June, ANN, daughter of Roderick McLeod, Esq., in the 25th year of her age. During a protracted illness, she manifested the utmost patience and resignation to the Divine will, exhibiting a firm faith in the Redeemer's merits. Her end truly was peace. She has left a deep respect and affection for her memory, among a numerous circle of relatives and acquaintances.

At Newcastle, on Wednesday last, ELLEN, widow of the late Mr James Ryan, aged 57 years.

Ship News.

PORT OF MIRAMICHI.

ENTERED, June 2, brig Arethusa, Hurrell, Cork, 36 days, ballast, Gilmour, Rankin & Co. Spoke on the 28th April, in lat. 49 3 N, lon. 14 40, the New Brunswick, of Liverpool, for New York. Also, on the 17th May, spoke the Elizabeth, of Harrington, from Limerick to New York, in lat. 47 24, lon. 38. Schr Vine, Campbell, P. E. Island.

4th, schr Native Lass, McLeod, Antigonish, ballast.

6th, schrs Foreigner, McDonald, Boston general cargo, Burke & Noonan; Charles Weldon, McLean, Richibucto.

CLEARED, June 2, schr Vine, Campbell Bathurst, general cargo.

June 4, schr Perseverance, Curry, Halifax, lumber.

5th, schr Herald, Horan, St. Peters, lumber; barks X. Y. Z., Taylor, Newcastle, timber and deals, Gilmour, Rankin & Co.; Elizabeth, McFarlane, Fleetwood, deals, Johnson & Mackie; brig Kirtland, Lynch, Newfoundland, lumber, Gilmour, Rankin & Co.

6th, schr Pursuit, Walls, P. E. Island.

PORT OF RICHIBUCTO.

ENTERED, May 31, schr Foreigner, McDonald, Boston, general cargo, W. S. Caie and W. Bowser; brig Sylph, Smith, Newhaven, U. S., 11 days, ballast, L. DesBrisay; brig Lady Mary, Crerar, Liverpool, 36 days, general cargo, do. and others.

June 2, brig Jarrow, Vasey, Shields, 34 days, coals and earthenware, J. W. Holderness.

4th, schr Relief, Marshall, Halifax, general cargo, J. Mooney and S. H. Wathen.

5th, schr Esperance, LeBlanc, P. E. Island, ballast.

CLEARED, May 30, schr Clarisse, Chabot, Quebec.

June 2, schr Visitor Cousins, Canso, salt, J. W. Holderness.

3rd, schr Dove, Gamache, Quebec.

PORT OF BUCTOUCHE.

ENTERED, May 28, bark Elizabeth and Sarah, Parkinson, Shields, ballast, J. McPhelim; brig Victoria, Bemister, Newfoundland, do. 31st, Prussian bark Gladiator, Meseck, Halifax, Cutler & Chipman; Norwegian bark Marthine, Elertsen, London, do.

PORT OF BATHURST.

ENTERED, May 7, ship Wallace, Morton, London, Ferguson, Rankin & Co.; schr Priscilla, Lamar, Quebec, J. Miller and others; schr I. L. A., Jeanne, New Carlisle, James M. Wolhaupter.

14th, schrs Sylph, Buffe, New Carlisle, J. Mehan; Nautilus, Bugol, Carleton, Ferguson, Rankin & Co.

15th, schr Irene, Garret, Halifax, G. & A. Smith and others; bark Henry Hood, Bassett, Port Glasgow, Ferguson, Rankin & Co.; schr Sally, Siteman, Halifax, do.

16th, schr True Friend, Godier, New Carlisle, J. Mehan.

19th, schr St. Roche, Blair, Quebec, Ferguson, Rankin & Co.