

the mocking bird takes his seat on the highest twig of the orange tree at my feet, and pours forth his rich and solemn gushes of melody, with such an earnestness as if his soul were in his song. A rival from a neighbouring tree commences a similar strain, and now the two birds exert all their powers, each striving his utmost to outstrip the other, until the silence of the lonely night rings with bursts, and swells, and tender cadences of melodious song. Here and there, over the pasture, the intermittent green spark of the firefly flits along, and at the edges of the bounding woods scores of twinkling lights are seen, appearing and disappearing in the most puzzling manner. Three or four bats are silently winging along through the air, now passing over the face of the vertical moon like tiny black specks, now darting thro' the narrow arch beneath the steps, and now flitting so close overhead that one is tempted to essay their capture with an insect net. The light of the moon, however, though clearly revealing their course, is not powerful or precise enough for this, and the little nimble featherwings pursue their giddy play in security.

The Politician.

THE COLONIAL PRESS.

STATE OF THE PROVINCE.

From the Fredericton Reporter.

The City of St. John, where we spent two days last week, exhibits a most extraordinary scene of bustle and business; and those who admire the velocity with which trade conducts itself in the United States, will have full cause for congratulation in the present state of the commercial capital of New Brunswick. In stores where two or three assistants were found amply sufficient in past years, ten or fourteen now find ample employment; while several of the small, dingy little places, dignified with the name of stores, rent at from £125 to £180, and we believe £200 a year. In all this there is enough to silence the croakers and annexationists on their own principle; but for us we freely confess our fears, that in the course of the next three years some persons in this Province, both in city and country, will find to their cost that business has been overdone. It is well known that the present unprecedented rush of business is chiefly consequent upon the Saw-Log trade; as Deals continue to command an excellent price in the English market; but it is reported that a combination exists between the owners of the numerous Saw-mill establishments in St. John—that they have thrown all their business into the hands of one man, whom they have authorized to buy logs at a low price, but yet somewhat higher than they will themselves pay at their stores. We have heard the name of the person engaged in this disreputable business; and only refrain from giving it at present in order to make ourselves more fully assured of the "odious monopoly" of which he is the instrument. It is thus that saw-logs which according to the current prices, were last year worth 30s. per thousand, are now nailed to about 24s.; and thus the hard labor of the lumberman is pretty near being absorbed between the price which he pays for bread, the produce of a foreign market, and the unfair treatment of his own produce at home! We have frequently heard of persons having the management of some of the St. John Banks, controuling the markets to suit their own purposes, in the purchase of logs and timber; but the present combination must, if it be truly represented, be far more dangerous because more extensive.

But whether the crash will result from home monopoly or a decline of prices abroad, come it will at last, should the present system, of labor and trade, be persisted in. The experience of many years justifies our prophesy. Nor will it be any reduction of the calamity to throw its occurrence upon every cause in the world but the right one. We will then have one party bawling with the whole strength of their lungs for protection, and another as loudly calling for annexation, and each quite ready to sacrifice the public interest to their own particular convenience; but should all this transpire let it be remembered, that its origin has arisen in the neglect of the soil—in the wrong direction of labor—the unnatural effort to raise a superstructure without a basement.

The spring is already with us in all its freshness and beauty; and many an acre of fair and fertile land lies invitingly ready for the farmer's useful labor; but where is he? In too many instances he may with his sturdy sons, be found at the tail of a drive, many miles away in the wilderness, up the "north branch," or the "south branch" of the Napawishanukin, or some other stream of Indian orthography, which the compilers of our maps have not yet thought worthy of an English designation. In the meantime there are no less than seven steamboats on the River; and if there were seven more they would at present find ample employment; but the downward freights are not so heavy as those of last year, on account of the vast consumption of produce in the woods during the past winter. Our business is now good, but it hangs suspended by a cord which is every moment subject to be snapped by our own imprudence.

From the Woodstock Sentinel.

We will probably be styled a croaker if we give it as our opinion that the timber busi-

ness of this country is not a profitable one, and the longer we carry it on as we are now doing, the worse off will we be in the end. That it might be made profitable we do not deny, but to accomplish this a more prudent course must be adopted. The business is now entirely overdone, and but a short time must elapse before this unwelcome truth will be made evident. The English market will be overstocked—sales cannot be effected—and a complete prostration of every kind of business in the Province will be the consequence. Everything here depends upon the sale of lumber. While that is in good demand all goes on swimmingly, but the least fluctuation in the market throws it all aback. We have nothing else to depend on, all our means and energies, directly or indirectly, are devoted to this one branch of business; even our farmers, tempted by the high prices of the last few years, are again entering into the trade, or sending their produce to the woods, depending upon the sale of lumber for their pay. That cannot be a profitable business where the outlay constantly exceeds the income, yet this is the case with the lumber trade of New Brunswick. We are every year increasing our liabilities by importing more than we export, but pay day will come, and how are we to make up the deficiency? Timber sells well now, and our credit is kept up, notwithstanding our extravagance, but a reaction must take place, prices will go down perhaps fifty per cent, and then every dollar of money will be drained out of the Province; failures must take place, country produce will be unsaleable, and all kinds of trade crippled or entirely crushed. Then New Brunswick will be a country unfit for a savage to live in, or fit only for annexation to the United States. This is not an over-drawn picture; all who know anything of the country know these sudden overturns do take place, and they know too that they are brought about by over-trading and by extravagance. One would suppose that our farmers at least would learn wisdom from experience, and leave the trade to other hands. Many of them have lost fortunes through its vagaries, and are compelled to settle down to hard work, when but for it they would have been independent. They should be content with a fair price for the produce of their farms, and not risk all from a desire to become wealthy at once. Country produce of all kinds has been uncommonly high in this County all winter, and is not now to be had at any price; should timber fail before another season it will be a drag. Would it not therefore be better if a trade was established by which produce would at all times command a fair and steady price, and not be up and down with every blast that blows. Farmers to be independent should attend solely to their farms, and leave lumbering to those who have nothing else to do. It is impossible to carry on both branches at once; one or the other, perhaps both, will fail. Our merchants, too, should be more cautious in their engagements. As a general thing they will risk all they are worth, and all they can obtain in credit, on one winter's work. If they succeed they do well; if they fail they are entirely crushed; but the chances are that in the long run ten will fail where one succeeds. If but one half the quantity of lumber was got out yearly, and one fourth the quantity of goods imported, these sudden reverses would not be so frequent, and our country would be in a more prosperous condition.

Communications.

To the Assessors of the Parish of Chatham.

Gentlemen,—Please read the following copy of your Notice as it appeared upon the Gleaner, dated 9th March:

"ASSESSOR'S NOTICE.—The Assessors for the Parish of Chatham, hereby give Notice to the inhabitants thereof, to send them a statement of their properties, under Oath, on or before the 20th day of April next, that their share of the assessment may be laid on accordingly, if found correct."

M. CRANEY, }
JAMES KERR, } Assessors.
J. M. JOHNSON, }

Dated the 9th March, 1852.

Now, Gentlemen, please inform the inhabitants of the Parish of Chatham, upon what authority you add the three last words, viz: "if found correct," to your notice; or to what authority you are indebted for the power of determining and pronouncing judgment upon the correctness or incorrectness of a man's oath in this matter.

AN INHABITANT OF CHATHAM.

May 29, 1852.

Barnum's last operation is the buying up of one half of Bridgeport, Conn., which he offers for sale, every other lot at first cost, his profits to come out of the advance which the improvements will cause in the remaining lots. This great showman was once a journeyman printer.

Mr. Sidney Smith, the British vice consul at Havana, who obeyed the dictates of a manly heart in treating with kindness the American outlaws of the Cuba expedition, was received in New Orleans on the 6th with a salute of 31 guns. He is to make the tour of the United States, and will be made much of.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, MAY 31, 1852.

THE GULF STEAMER.

We are indebted to the New Brunswick Major Norton's proceedings in reference to his steamer; and we are glad to perceive that he is using his best exertions to render his boat as serviceable to the public as the peculiar position he has unfortunately been placed in will permit:

"Major Norton arrived in this City last Wednesday, and left in the Admiral on Thursday for Boston, intending to proceed from thence to Quebec, for the purpose of making the necessary arrangements there. From thence he will go to Philadelphia, from whence he intends to proceed at once by the Osprey to Pictou, which Port he expects to reach about the 14th June, then to commence running to Quebec."

"We learn that Major Norton is determined to make such arrangements as to the register of the Osprey, as will enable him to touch at every port or place in the Gulf that may be desirable, and thus accommodate the public to the fullest extent."

In alluding to the circumstance of the boat not touching at Miramichi, we annex the remarks of the Editors of the Freeman, and Loyalist.

"Much dissatisfaction has naturally been excited in Miramichi, by the announcement from Major Norton, that the boat about to be put on the Quebec and Pictou route, will not touch at that port. The cause assigned is, that four of the Northern members voted against the grant passed last session in aid of the establishment of a steamer to ply on the Gulf. It was distinctly stated that the steamer would touch at Miramichi, and the Executive pledged themselves to see that all the promises made were fulfilled before they allowed the money to be drawn. So that, we presume, if Major Norton does not choose to allow the boat to call at Miramichi, he must be content to forego the £500. Unless the Executive consent to abet trickery and deception, there is no alternative."—Freeman

"The Gleaner states that Major Norton, American Consul at Pictou, and projector of a line of steamers (or steamer) from Pictou to Quebec, has publicly declared that his boat (or boats) will not touch at Miramichi, but proceed directly from Shediac to Gaspe. This is not fulfilling his pledge, and the Major may rest assured that unless he touches at Miramichi he will never touch a farthing of the New Brunswick grant, which was made conditionally that he should touch at that port."—Loyalist

On the same subject the Pictou Eastern Chronicle remarks:

"The Miramichi Gleaner expresses some surprise and disappointment that Major Norton's steamer is not to touch at Miramichi as well as Shediac, on her way to and from Quebec. The fault lies not with the proprietor but with the New Brunswick Legislature. Under our present Navigation Laws a foreign vessel, which the steamer Osprey is, cannot run in our coasting trade, and though clearing from a port in one Province to a port in another, such as from here to Charlottetown, or Shediac or Miramichi is not within the prescribed rule, running between two ports in the same Province is clearly prohibited. The only way to avoid the difficulty is for the two branches of the Legislature of any Colony to memorialise the customs authorities of the home government for permission for a foreign vessel to trade between any two ports in that colony or possession, which is allowed to be granted under the laws above mentioned.—This necessary step has not been taken as we are informed, the Council when it was first introduced extended their resolution to any American vessel, and the House refusing very properly to sanction a vote which would open the coasting trade of that part of New Brunswick to the Americans, threw it out. Major Norton's steamer will therefore under present circumstances be unable to clear from Shediac to Miramichi or vice versa."

NEW YORK.—A paper published in this city states that the aggregate sum paid weekly at the different places of amusement in the city amount to the large sum of \$34,170 dollars. A handsome sum truly.

UNITED STATES.—Violent shocks of earthquake have been recently felt at Washington and Baltimore.

CANADA.—The Quebec papers report a most favorable augmentation in the Revenue from the Customs, up to the 10th instant, exceeding the corresponding period of last year by £45,000, being an increase of nearly 50 per cent.

A despatch from Washington says Mr Clay's health is no better. His physician, Dr. Jackson, has returned to Philadelphia, indulging no hope of his recovery, but pronounces his early death inevitable.

PROSPECTS OF THE RAILWAY.

A Correspondent at Quebec, writing to the Editor of the New York Herald, under date of May 5, in referring to the success of Mr Hincks's mission to England, remarks:—

"Public curiosity has been stimulated to the highest pitch by the contradictory reports respecting Mr Hincks' success in England. Private letters from London assure us that Sir John Pakington refuses to be bound by Earl Grey's promises, and further takes formal exception to the deviation from Major Robinson's route, recommended by the commissioners from the several British North American Provinces. A railroad, says Sir John, from Halifax to St. John, N. B., and there joining a line to Portland, would be the death of the western portion of New Brunswick and the eastern portion of Canada; neither produce nor passengers would ever explore that part of the road between St. John and Quebec. Maine and Montreal influence, combined, would give such a preponderance to the route from Halifax to St. John, thence to Portland, and thence to Montreal, that the Quebec and Halifax line would be a mere useless ornament. Again—in a military point of view the route along the gulf shore recommended by Major Robinson, is obviously preferable to a line running through the Saint John Valley."

SAINT ANDREWS AND QUEBEC RAILWAY.

The St. Andrews Standard contains the following letter from the manager, Julius Thompson, Esq., by which it will be seen that this work is in a fair way of being completed to Woodstock.

"ST. ANDREWS AND QUEBEC RAILWAY, St. Andrews, May 17.

"To the Editor of the Standard,

"Sir,—In order to remove any doubts from the public mind, if any such still exist, as to the contract for the completion of the entire line to Woodstock having been finally settled and arranged; I shall be obliged if you will be good enough, by inserting this letter in your next issue, to give publicity to the fact, that the legal documents, signed, sealed and delivered, both by the contractors and the London Board of Directors, were received here by the mail on Saturday.

"I am, Sir, your obedient servant,

"JULIUS THOMPSON, Manager."

On this gratifying piece of news the editor of the Standard makes the following sensible remarks, pointing out some of the benefits which are likely to follow the construction of the work. Much praise is certainly due to the projectors of this enterprise, for the indefatigable zeal they have manifested:

"The above intelligence must be truly gratifying to the inhabitants of St. Andrews and the County of Charlotte generally. The contractors are, we learn from reliable sources, gentlemen of means and knowledge of railway construction, and will carry on the work with energy and spirit. One of the parties it is reported may be expected here in the course of a few days, to make preliminary arrangements for commencing operations. We are also led to believe that the machinery, &c., required in construction will be here in due time.

"Within a year we shall reasonably hope to see a great improvement: the produce of the forest will be brought here for shipment in large quantities; we may see half a dozen ships on the stocks at the Point, a place that nature seems to have made on purpose for ship-yards; and this will increase until the road shall have arrived at Woodstock, when a general traffic will grow up between the farmers and lumberers in Carleton and the fishermen and foreign traders of the coast, the bulk of which must centre in this place. But the advantage will not be confined to us; the settler in the woods, instead of burning his timber on the ground, will sell it for a good price, and the crop of wood which nature has placed on it, and which is now useless, will be of far more value than any crop that can be raised upon it in any one year afterwards. The produce of the interior will be exchanged for the fish of the coast, to the great increase of the comfort of both parties. The daily trains will bring fresh meat and vegetables and return fresh fish, and the increase of the means of comfortable subsistence thereby created, will cause settlement to advance at an exceedingly happy rate.

"Hitherto our fisheries have been considered as merely furnishing an article of export in a salted state; the luxury of fresh fish is confined to a few towns on the sea coast, and in many of them the price is so great as to be beyond the reach of the poor. The mass of the people in the interior scarcely see fish in a fresh state, but the railroad will produce a different state of things. There is between Howard Settlement and Madawaska, a tract of excellent land, which will, in all probability, within a few years after being traversed by railroads, contain 300,000 inhabitants; this great population will require large supplies, and this is the quarter from which they must come. We have dwelt upon this subject, because it seems to be hardly thought of at present, the general views respecting the road refer almost wholly to foreign traffic, but the domestic traffic is that which in general is allowed by political economists, the most serviceable to the community, and moreover it generally brings the most income to the railroad. We are obliged