

The Politician.

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RELATIONS OF ENGLAND WITH THE UNITED STATES.

History supplies but few instances of many states, politically distinct, yet linked together by a perfect community of race, of language, of customs, and social institutions. These few instances, however, have been very remarkable. The most prominent, if not the only, up to modern times, have been the Greek and German races, both of them under some mysterious law, which made a common character itself the stimulus of separation and despatch. Each of these races has performed a great part in the economy of civilisation, which would not have been so well performed, had their genius tended more to political unity, to perfect uniformity of laws, to conquest or any other form of national egotism. Conquerors and statesmen not less able and successful have endeavoured time after time, to construct out of the copious and splendid materials around them, a Greek or a German unity, but the greater the attempt the more conspicuous the failure, and Greek and German to this day remain the names of races, not of states. Both these great instances seem likely to be eclipsed by one which bids fair to occupy the same prominent place in the history of the whole world as the Hellenic race did in that lesser world which was limited to the shores of the Mediterranean. The English language, carrying with it no small part of the genius and traditions of this country, is the dominant tongue of North America, of Australia, and many other regions which may one day be the seats of populous and powerful states. At present no other language and national character present the same appearance of diffusion and propagation. Germans and French, not to speak of lesser nations, are absorbed and assimilated into the great English staple of the United States. Indeed, the day is not far distant when the language we speak will be the chief medium of communication throughout the Atlantic, the Pacific, the Indian, and the Southern oceans; and wherever the weary emigrant seeks to rest the soles of his foot, he will find himself compelled to change the language of his neighbours for that of Queen Victoria, President and Emperor. Disappointed, as we are of unity of conquest, we are at least sure of being on the most numerous, the most diffused, the most powerful in the world, and of exercising an influence far beyond the scope of Empires and Crowns, beyond the reach of cabinets and the organisation of armies. Whatever may be the community that people these hills, it will be a consolation that wherever we go, whether following gain or flying oppression, we shall everywhere find our own countrymen speaking our language in every part, and everywhere discover that we have changed our title, but not the generous freedom, the industry, the literature, the wisdom of our own native land.

It is the prospect of these expanding and strengthening alliances that interests so much interest to the mutual hospitalities shown by British and American citizens to the diplomatic representatives of the sister states. We have lately seen not only the British Minister, but also a distinguished merchant of this metropolis, magnificently entertained at more than one City of the United States, and it is now grown up into a custom, not easy to be broken, that the American Minister should receive here a little welcome at our own principal seats of commerce and manufacture. London, Manchester, Liverpool, Birmingham, and other cities, as occasion may offer, afford the American Ministry an opportunity of hearing and returning the expressions of that confidence and friendship, and that sense of a common interest, which are felt by every rational person on both sides of the Atlantic. Nor would these festivities be so popular, or the speeches then delivered be listened to with such interest, were it not for the almost business character of these occasions. A mere interchange of political sentiment between two nations with little to bind them beyond mutual respect and affection, might have a poetical character, but would never grow into a custom. It is that business character, that evident prospect of advantage, that constant reference to commercial affairs, which deprives these festivities of a sentimental character, but also gives them a far more sensible and enduring significance. In truth, these international banquets celebrate not a sentiment, but a fact; not a name, but a substance; not an historical recollection, but a future full of promise. Ever since the epoch, so deplorable in the eyes of politicians, which violently removed the United States from the legal pale of this realm, the actual connection between the mother country and her Transatlantic colonies has been closer and closer. It has now attained to a pass that our Georgian statesmen never dreamt of. The relation of England to Scotland or Ireland, of the metropolis to the provinces, of towns to countries, is not more intimate and beneficial than that of the British Isles to the United States. The vast and fertile territory there brought under cultivation by our kinsmen supplies our increasing population here with the materials of labour and means of existence, without which they must have long ceased to increase and multiply. We contribute the bone and sinew, without which the planter and the colonist would never have had encouragement to penetrate the interior, to cut

down the forest, to drain the swamp, and cover half a continent, in one brief generation, with a network of railways and telegraphic wires.

It used to be said that if Athens and Lacedaemon could but make up their minds to be good friends and make a common cause, they would be masters of the world. The wealth, the science, the maritime enterprise, and daring ambition of the daring ambition of the one, assisted by the population, the territory, the warlike spirit, and stern institutions of the other, could not fail to carry the whole world before them. That was a project hostile to the peace and prosperity of mankind, and ministering only to national vanity. A far grander object, of more easy and more honourable acquisition, lies before England and the United States, and all other countries owing their origin and speaking our language. Let them agree not in an alliance, offensive and defensive, but simply never to go to war with one another. Let them permit one another to develop as Providence seems to suggest, and the British race will gradually and quietly attain to a pre-eminence beyond the reach of mere policy and arms. The vast and ever increasing interchange of commodities between the several members of this great family, the almost daily communication now opened across, not one, but several oceans, the perpetual discovery of new means of locomotion in which steam itself now bids fair to be supplanted by an equally powerful but cheaper and more convenient agency, all promise to unite the whole British race throughout the world in one social and commercial unity, more mutually beneficial than any contrivance of politics. Already, what does Austria gain from Hungary, France from Algeria, Russia from Siberia, or any absolute monarch from its abject population, or what town from its rural suburbs, that England does not derive in a much greater degree from the United States, and the United States from England?

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, FEBRUARY 28, 1853.

TERMS OF SUBSCRIPTION.—15s. in advance; 20s. at the end of the year.
 TERMS OF ADVERTISING.—Seven lines and under, first insertion 2s. 6d., and 6d. every subsequent publication; from 7 to 15 lines, 5s. the first, and 1s. every insertion afterwards. Longer advertisements in proportion. Advertising by the year as may be agreed upon.

No order except from persons with whom we have an account, will be attended to, except accompanied with the cash.

We should like on the opening of the navigation, to publish TWICE A WEEK, on a sheet somewhat larger than half the size of our paper. To procure a suitable Press, and other necessary materials, would involve an expense of about £200. Will our subscribers, who are the parties to be benefited by the arrangement, make an effort to put us in possession of the necessary funds? A small percentage on what is due by them, would enable us to carry out our wishes.

THE TIMBER TRADE.

By the last English mail we obtained two Circulars, one from Messrs. F. Jardine & Co., and another from A. F. & D. Mackay, Brokers, in Liverpool. From these documents we have taken extracts, which it will be seen that the Lumber Trade was never in a more flourishing condition than it is at present. Care should be taken that the business be not overdone in the Colonies, that a greater amount of Timber and Lumber be not manufactured than is necessary to meet the demand in the home market.

But will such be the case—our experience for a long period, offers but little prospects that it will be so. We never saw this trade continue remunerative for two or three consecutive years, simply for this reason—that no sooner was it known that our staple commodity was selling at fair prices, than extra exertions were made to send parties into the woods—large quantities were shipped—the market in Britain speedily glutted—and prices, as a matter of course, rapidly fell.

This is a brief history of the timber trade for the last five and twenty years, the space of time we have resided in New Brunswick, and have our merchants learnt wisdom from past experience? if we are to judge from what we see in our own County, and neighbourhood, and from what we glean from our exchanges—we fear not.

We must trust to accident to save us from the evil we apprehend. Ships are scarce and difficult to procure; perhaps there will not be sufficient freshets in the spring, as was the case last year, to float down all the timber and logs to market; or some other circumstance may arise to prevent an extra stock being brought into the market—we sincerely hope it will be so.

In taking a review of the Timber Trade, for the past Twelve months, it is our pleasing duty to note, that this increasingly important

branch of commerce has largely partaken of the general prosperity of the country, which is vividly manifested by increased supplies, greatly extended consumption and highly remunerative prices, throughout the year.

This satisfactory state of our trade has not been restricted to any particular department or section, but has been participated in by the lumberer, shipper, shipowner, and importer—for while high prices have ruled at the ports of shipment, the rates of freight during the season have continued to advance, the prices current on this side have been such as to leave a large margin upon the cost of import; and yet, with increased imports and high prices, the demand for consumption has been so brisk as to enable the dealers to conduct a very satisfactory and profitable business. This combination of favourable circumstances warrants us in arriving at the conclusion that on the whole, the past year has been one of unparalleled prosperity in the history of the Timber trade.

COLONIAL TIMBER.—The present year commenced with a large stock of all descriptions of Colonial Wood, resulting from an importation exceeding in quantity that of any former year; this, with the seeming certainty that freights would continue moderate, had the effect of causing prices to rule low until the opening of the shipping ports, at which period Canadian freights were at 26s to 27s per load, and Saint John at 21s per load. Quebec Pine, of good quality, which had been stored for several months, was sold in March and April at 14-1-4d, 14-1-2d, and 14-3-4d per foot, and in May 15d per foot was the utmost that could be obtained, holders and purchasers alike acting upon the opinion that no advance of moment would take place, this state of things was, however, changed by a most unusual demand from consumers, which gradually reduced the stock, and left the market quite open for the early arrivals, yet so difficult was it to convince purchasers that there was any good ground for advanced rates, that in July the first cargo of Quebec Pine brought, by auction, only 13-4-4d per foot. In August some advance was observable, for cargoes of small average sold at 14d to 14-1-2d per foot, and of good size and quality at 15-3-4d to 16-1-4d per foot. From this period to the close of the year prices continued to advance, so much so that, with higher prices in the Colonies, and greatly enhanced rates of freight, Quebec Pine was still leaving the importer a handsome profit, sales of cargo in December being effected at 18-1-2d per foot.

Saint John Pine, in the early part of the year, was disposed of at one penny per inch average, or equal to 19d per foot for an average of 19 inches; this, however, from the system long prevalent in this market, must be taken as a mere nominal rate, for, in order to obtain a full price for Yellow Pine, the custom has been to make large sacrifices upon the broken stowage, in some cases equal to one penny per foot upon the Timber. In March and April the value of Saint John Pine was reduced nearly one penny per foot, which was again gained in July, when it became apparent that stocks were being considerably reduced, and that there was no immediate prospect of a further supply. A cargo arriving at the end of August brought 19-3-8d per foot of 19 inches average, without any allowance on the broken stowage. The stock being almost cleared, and the supply continuing to be small, with a good demand, prices again advanced, and at the end of October the same average sold at 21-1-4d per foot, gradually advancing until the close of the year, and 23d per foot is now the current rate for an average of 19 inches. The import of Quebec Pine has been 3,767,000 feet, against 3,578,000 feet in 1851; the consumption, 4,213,000 feet, against 3,415,000 feet; and the present stock is estimated at 1,877,000 feet, against 2,123,000 same period last year. Of Saint John Pine we have had a supply of 1,646,000 feet, against 1,600,000 feet in the previous year, a consumption of 2,067,000 feet, against 2,068,000 feet, leaving an unusually light stock of 417,000 feet, against 838,000 feet. Lower Port Pine has almost ceased to be imported, the quantity brought forward being only 63,000 feet; the consumption 143,000 feet, and the stock held over is calculated at 20,000 feet. These items give a total importation of Pine Timber of 5,704,000 feet; a total stock of 2,175,000 feet, being less by 1,101,000 feet than the stock at same period last year.

HARDWOOD.—For this article there has been a good demand throughout the year, and the consumption shows a considerable increase on the previous year. The first arrivals from Nova Scotia and Prince Edward's Island, sold at 12-1-2d to 13-1-2d per foot, and from Saint John, at 15d to 16d per foot, but towards the close of the year 15d to 16-1-2d was realized for the former, and 17 to 18d for the latter. Fresh and well manufactured Birch always sells readily in this market, and shippers would do well to pay a little more attention to these points.

SPRUCE AND PINE PLANKS, BOARDS, &c.—In our last annual statement, we had occasion to notice a great excess in the importation and consumption of Colonial Deals, and have again to call attention to a very considerable increase for the past year. On reference to the Table at the head of our Circular, it will be seen that the import not only exceeds that of the previous year by 1,200,000 cubical feet, but also exceeds by nearly 500,000 cubical feet the total import of all other descriptions of Timber, both Colonial and Foreign. Large as the supply is, the result proves that it has been called for by an additional consumption which has exceeded the previous year by 1,300,000 cubical feet.—Extracts from Fawcett's & Jardine's Circular.

The year just terminated, has been one of the most successful in a business point of view ever recorded, prices of every description of produce have steadily advanced, while the greater facilities of the masses for the purchase of all the necessaries of life, and the unusual prosperity of all classes, more particularly in the manufacturing districts, have given a very great impetus to trade, in every branch of industry. On all sides we hear of new factories and mills being built, employers cheerfully raising the wages of their workpeople, and of unexampled activity in the yards of our shipbuilders, these gratifying facts have doubtless been caused in a great degree by a rapid increase of emigration to Australia, which, while it reduces the surplus population at home, mitigates the evils of competition, and makes labour more valuable. Notwithstanding all this prosperity, trade has been legitimate and safe, effected on a sure and solid basis, and though money has been cheap, no foolish or disastrous speculations have marred the general and successful tenor of our commercial transactions. At the present moment, owing principally to the aspect of politics on the continent, the public securities are more depressed than usual, but there is every reason to hope, that the existing favourable state of affairs will continue, and that nothing of particular moment will occur to check the onward progress of the country.

Everywhere we have proofs of the truth of these remarks, the people are busy, well paid, and consequently contented; political agitation among the working classes has almost entirely ceased; facilities for the further development of trade are daily and rapidly increasing, and we see no reason for doubting but that the present year will be still more prosperous than the last; and that the commercial and mercantile world will, during the next twelve months, be still more active, and better rewarded. In the general prosperity of 1852 the Timber Trade has fairly shared. The business done in Saw Wood exceeds all previous years on record, and profitable alike to the importer and dealer. At the commencement of the Import Season, Stocks were extremely light and Prices moderate; but later on, and as Freights advanced from 30 per cent. to 40 per cent, in consequence of the increased Tonnage required for the Australian trade, Prices rose and have still continued to do so. The Import of Deals has very much increased on the average of other descriptions of wood; this is owing to various causes; but principally to the fact that Logs, out of which they are manufactured, are easily procurable by all classes in the Colonies, and preferred as Cargo by American ships to square timber. In fact, Liverpool being the principal loading port outwards for ships from the United States, they will submit to a reduction in Freight, in consequence of which Deals are carried by them in such quantities, and so cheaply, as to force the Baltic Shippers to resort to the Hull and London Markets: this will account for the great deficiency in the imports of all sorts of Wood from the north of Europe this year. Notwithstanding the enormous quantity of Deals brought hither, the Consumption has fully kept pace with the supply, and the Stocks at present on hand, though larger than usual, will barely meet the extended demand until the Import season recommences.

Saint John Pine has this year been imported sparingly, its cost at the port of shipment being usually high, and the Stock at present, on both sides of the Atlantic, is but limited. The rates now paid for this article exceeds all previous quotations, in which Canadian Timber, to a certain extent participates.

It will be seen from the Tables subjoined, that the tonnage employed in the trade is slightly in excess of one year, the increase being due to the vastly extended importation of Deals. As regards the prospects of the Trade for the present year, we have reason to expect a prosperous season, provided freights are not extravagantly high in consequence of the demand for ships in other branches of trade. With reference to the demand for Colonial Wood of every description there is every reason to believe that it will yearly increase, and though at present no mention is made of legislative interference with the duties on Foreign Timber, there is nothing to apprehend from any change in the Tariff, as hitherto the duty remitted, has gone nearly altogether into the pockets of the Shippers and tended to raise prices here at the expense of the Consumer.

Referring you to the different Articles under their respective heads below for Stocks, &c.

The following will show the Tonnage employed in this and the previous year:

	From 1852 to 1853.
Quebec	122 Vessels 94,949 Tons
St. John, &c.	260 do. 159,002 do.
Baltic	61 do. 18,850 do.
Total	443 do. 272,771 do.

	From 1851 to 1852.
Quebec	141 Vessels 107,502 Tons
St. John, &c.	232 do. 130,896 do.
Baltic	93 do. 26,362 do.
Total	466 do. 268,960 do.

—Extract from A. F. & D. Mackay's Circular.

The Commonwealth, published at Boston, in commenting on the threatened invasion of England by France, says—it would be like a Bantom Cock's invasion of a Bee Hive.