

Editor's Department.

MIRAMICHI :

CHATHAM, WEDNESDAY, NOV. 9, 1853.

TERMS.—New subscribers Fifteen Shillings per annum, in all cases in advance. Old subscribers 15s. in advance, or 20s. at the end of the year. We prefer the advance price, and as it effects a saving of 25 per cent., we hope soon to see all our subscribers avail themselves of it.

THE RAILWAY.

Our readers will remember that a few days since we put some questions to our St. John cotemporaries on railway matters. The following paragraph in reply is copied from the Freeman. The article from the Courier, alluded to, we published in the Gleaner on Saturday:—

"In reply to some question put by the Gleaner, we would refer to the article in last Saturday's Courier, which contains nearly all the information on the Railway matters it is possible to give at present. The Company, we believe, intend to complete the work they have undertaken.— There is no doubt that the line to Shediac, and that to Miramichi will be built, and, the Courier says, so will the branch to Fredericton.

"Mr Jackson's last proposition has not been as yet seriously entertained in St. John and people seem to think that it would be waste of time to discuss it. For our own part we think it time enough to form any opinion on this proposition when it comes before us in some intelligible form. The Courier seems to be in favour of the proposal. The Gleaner's suggestion that £80,000 should be set aside out of the Revenue of this year, in order to provide for emergencies, and that we should be in a position to accede to Mr Jackson's proposition, is a very good one; but, like many other good suggestions, will never be acted upon. People hear in general don't pretend to understand what Mr Jackson intends; but it seemed pretty certain that in the present state of Europe he will not be over anxious to embark in further speculations or to extend his present vast business."

In commenting on Mr Jackson's Letters on this subject, the Head Quarters makes the following sensible remarks:—

"We copy below two letters from Mr. Jackson, published in the Halifax Royal Gazette, which appear to us worthy of the serious consideration of the people and Legislature of this Province. The desiderium of a Trunk Railroad having its beginning and end on British soil, seems to be well understood by Mr. Jackson and his partners in business, and with the hearty concurrence and support of the Lower Provinces there can scarcely be a doubt that this desirable object can be obtained but without such countenance and support, the magnificent project will in all probability be indefinitely delayed, if not entirely abandoned. This result would be very unsatisfactory to the parties who have expended years of thoughts and no inconsiderable amount of money in endeavouring to bring about a closer intercolonial communication than now exists between the upper and lower Colonies. One thing is now quite clear, New Brunswick must look out for herself, and if Nova Scotia's cannot or will not agree among themselves about a route for a Railway through their own Province, they cannot blame either Canada or this Province for doing the next best thing in their power, and that it is to make St. John the Atlantic termini for all winter communications above the river's mouth.— It is not worth the paper it is written upon to say a single word about a Railway through the lower Colonies, unless there be a cordial determination that they will help each other to secure for themselves and for their children, advantages which, in other parts of the world, have been followed by an immense amount of good."

LORD ELGIN.

It is stated in the British papers, that the Governor General, Lord Elgin, is to be created a Marquis. In mentioning this, they speak in high terms of the manner in which he has administered the affairs of Canada. When his Excellency left, it was currently reported in the Colonies, that he was to fill an important situation in the Colonial office. Of this no mention is yet made in the journals on the other side of the water.

UNITED STATES VS. THE COLONIES.

It has been so currently reported from time to time that the United States is a better market for English manufactured goods, than the North American Colonies, that the truth of the remark was never doubted. The following article, copied from the Toronto Patriot, gives a very different version of this matter, and as the Editor supports his assertion by figures, and sound argument, the old opinion will have to give place to a more correct one.

It has often been asserted that the United States is a better market for English goods than it would have been had the country remained attached to the British Empire; and it is not unfrequently said, that the United States is a better customer to England than the British Colonies. So far from this being the case, the fact is that the British North American Colonies,

cans until the 15th of December. The officers of the British government vessels are courteous and gentlemanly towards the fishermen. Those of the Provincial armed craft were insulting. The fishermen think that the steamers, with their noise and effect upon the water, drive mackerel completely from their neighborhood. The Portland Advertiser of yesterday says:

Fishing schooner Lookout, Capt. Littlejohn, arrived at this port on Sunday from Bay Chaleur, reports having had 90 barrels mackerel taken from her by the British cruisers, on account of alleged fishing within limits.

All the Priests at Galveston, Texas, with the exception of two, had been sick with the yellow fever at last accounts. Four had died: Rev'ds. Messrs. Haggarty and Driscoll, (a young man,) the former from Ireland, and a French and German Priest.

WEST INDIES.

Riot by COOLIES.—On Thursday last a riot, attended with serious consequences, occurred in the village of Makaica. The day was one on which a Coolie festival was celebrated and great numbers of these people assembled on the occasion. They carried a temple, before which they danced or prostrated themselves, and upon which they threw their offerings of rice. On their arrival in the village from some of the neighbouring estates they stopped opposite the residence of Mr Smellie, merchant, where they created considerable disturbance.

Two gentlemen, resident in the district happening to pass at the time either irritated them by stopping the gig in which they travelled so near to the temple; or something else intervened to raise the passions of a crowd already, to all appearance under the influence of the toddy of the palm-tree.—Whatever the cause, however they attacked the travellers, and Mr Smellie, who interfered to protect them, and all three, are seriously injured. Knives and cutlasses were brandished among the Coolies, and the riot was, with difficulty settled by the Stipendiary Magistrate, Mr M. Leon, who happened to be in the vicinity, and who, it is said, was himself somewhat roughly handled by the mob. The police stationed in the village, although anxious to do their duty, were quite inadequate to putting down this rather formidable and happily rare description of tumult.—Demerara Royal Gazette.

By the latest accounts from Havana, the cholera was making great havoc at Matanzas.

THIS DAY'S MAIL.

EUROPE.

THREE DAYS LATER FROM ENGLAND.—By Telegraph to the St. John News Room.—The steamship Africa with Liverpool dates to the 22nd Oct., arrived at New York yesterday morning. The general news is unimportant.—The aspect of the war question was not materially changed.

The British Funds were fluctuating. Consols closed at 91.

The Provision market was steady, without change.

Flour has advanced 2s 6d: Wheat 6d, and Corn 2s. Baring's Circular of the 21st quotes Western Canal Flour at 37s 6d to 38s 6d; Ohio, 39s to 41s.

Coffee declined 6d. Tea active, with slight advance. The Colonial and Foreign Produce market dull.

DREADFUL SHIPWRECK.—The Steamer Dathousie, from London for Sydney, New South Wales, was wrecked off Beachy Head on Wednesday, the 19th Oct., and the passengers and crew were all drowned! A small lad only escaped.

THE EASTERN QUESTION.—The combined fleets had not entered the Dardanelles up to the 13th, but were momentarily expected.

The Turkish fleet was preparing for sea with all possible despatch. The aspect of the war question was not materially changed.

NEW BRUNSWICK.

THE NEXT PRESIDENT'S MESSAGE.—Accounts from Washington state that the frame-work of the next Message to the U. S. Congress has been laid out, and that the President is engaged with his Secretaries in reducing it to form.

The Secretary of State is endeavouring to adjust the Fishery question, and the progress he has made will be communicated to Congress in the Message.

Our neighbours now begin to feel the value of the Colonial fisheries in the Gulf of St. Lawrence, and no doubt an effort will be made to secure a participation in this valuable source of wealth the deprivation of which this year has been seriously felt by them. The Colonists are now fully alive to their own interests and if American fishermen should be forever excluded from our waters, they may attribute it to their own avariciousness and want of liberal views. The time was when by fair concessions they might have obtained access to our valuable fishing grounds, but if we may take the feelings of the people now expressed as unalterable, reciprocity is farther distant than ever.

We learn that the soldiers who deserted from this Garrison on Tuesday night last, stopped the mail coach on the St. Andrews road, and robbed the driver of £2. We also learn that they robbed a gentleman of £42. A party has been sent in pursuit of them, and no doubt they have all been captured.

Captain McClure, the discoverer of the North-West Passage, is an Irishman, a native of Ulster. Captain Keltie, who was the last person who saw Capt. McClure on the North-East side of the Pole, and who was the first to meet him on the North West side, is also an Irishman, a native of

Clonmel. So says an Irish paper.—"All honour to these men, and the Country that sent them forth."—New Brunswicker.

MR JACKSON AND THE E. & N. A. RAILWAY.—It is evident our people are beginning to grow weary in waiting for Mr Jackson. Much has occurred of late to lessen, in a material manner, the almost universal confidence reposed in him. Even the periodicals most firmly wedded to his Railway projects now look upon the erection of the E. & N. A. Railway as impossible for the present. They still hope, however, to see the New Brunswick portion of it constructed. The impending War crisis, the demands on "the firm" from Egypt, the poverty of the State of Maine, and the great expense which must be incurred in erecting the Novascotia portion of the E. & N. A. line, have all conspired to overthrow the original project of Messrs. Jackson, Peto, Brassey, Betts & Co.

While we regret to find this the case, we cannot but rejoice in it, should it prove the means of bringing back our government and people to the consideration of the mightier scheme—the Halifax and Quebec line. This is the only scheme which will confer benefits and privileges on the Colonies commensurate with the awakened anticipations of the people. The New Brunswicker of yesterday says it is probable the Hon Samuel Cunard will make a proposition for its construction.—Morning Times.

UNITED STATES.

THE PACIFIC RAILROAD.—The Washington correspondent of the New York Courier and Enquirer, who pretends to lay out the doctrines of the next President's message, says "the proposition to connect the Atlantic with the Pacific coasts by a great national railroad will be discussed, but the President will state his conviction, that sound policy requires it to be left to the individual energies and the private capital of the country."

CHINA.

By the Arctic we have details of the news from China as late as the 20th of August.

It was reported that there has been hard fighting in the Honan province; but the rebels forced their way through without apparently sustaining any severe reverse and had crossed the Yellow River into Shantung province, the capital of which, Tsi-nan-foo it is given out, had fallen. The insurgents retain Nankin and Chiu-kiang-foo. At the latter place there has been a smart engagement with the Imperialists in which the latter was completely routed, and obliged to retire, the insurgents taking a place towards Soochah, which caused a great consternation in that city, which would no doubt shortly be obliged to submit.

Amoy, up to the 10th August, remained in possession of the rebels, but the Imperialists were to make another effort, in force, to retake it, in a few days. In an attempt to take the Imperial fleet, the rebels were unsuccessful, and very unfortunate in having several of their vessels driven on the Mandarins' war junks, and taken, and all on board were beheaded. The place had been visited by a severe typhoon, causing great damage to houses and property. Letters from Canton mention that the commander of the Imperial troops at the Melin Pass had sent to Canton for assistance and instructions how to act, as the rebels were marching on the pass.

AUCTION.

To be sold by Public Auction, on THURSDAY, next, the 10th NOVEMBER, at 12 o'clock, noon, in front of Messrs. JOHN SON & MACKIE'S store, Chatham: The

Imported Horse Young Ruler, aged 4 years, stands 16 hands high, weighs over 1700 lbs., purchased by Dr Cumming, the Provincial Agent, in Suffolk, England.

The Horse has been greatly admired by all competent Judges who have seen him since his arrival in the Province. As the Horse has been purchased with the aid of a Grant from the Legislature, the purchaser will be required to pay the purchase money down, and give a Bond to the Queen, with two good Sureties, in a Penalty of £300, to comply with the following conditions:

- 1st. That the Horse shall be kept in the County of Northumberland for the next five years.
2nd. The Horse not to be worked from the 1st April to the 1st August, in each of the said five years; and between these periods to perform work on a Farm only.
3rd. The Horse to be always kept in good condition, and to stand at convenient places in the County during each of the next five seasons, for the service of March. And that no greater charge than One Pound Ten Shillings, shall be made for service for the season.

The Bond to be executed before delivery of the Horse.

GEORGE KERR, JAMES CAIR, MICHAEL SEARLE, } Committee. JOHN M. JOHNSON, Auctioneer. Chatham, November 3, 1853

BRITISH POETS,

And many CHOICE VOLUMES, may be had at very reduced Prices, at the AUCTION ROOM.

W. LETSON.

November 1, 1853.

EDUCATION.

The Subscriber respectfully informs the young men of Chatham and Vicinity, that he will open an EVENING SCHOOL, on TUESDAY the 8th day of NOVEMBER, next, at his Schoolroom, No 9 Temple side Hall, for the accommodation of such young Men as cannot attend a Day School. Terms will be made easy. Hours of attendance, from half-past 6, to half-past 9.

PATRICK FLANAGAN. P. S. Teachers of, and Candidates for First Class Schools, would do well to avail themselves of the opportunity, as they may qualify themselves to teach such parts of the Mathematics as the Law requires for keeping such School. P. F. Chatham, November 2, 1853.

including the North West Territories, have a population of 2,662,695, including the Indians, and the goods exported to these Colonies, according to the subjoined table, amounts to £3,065,364, or at the rate of £1 3s 0 1-4d per head—whilst the exports to the United States, with a population of 23,229,590, where only £16,567,537 or 14s 4 1-4d per head—showing conclusively that the British Colonies are better customers than the United States by more than 61 per cent., or, if the British Colonies in North America contained the same population as is now in the United States instead of importing £23,229,590 worth of British goods they would import £37,339,636.

Our importations in Canada were less in 1852 than in 1851 by £287,074; whilst in the remarks of the 'Times,' the difference is made to be £748,343. Two reasons may be assigned for this discrepancy, first, that the term Canada, as used by the 'Times,' includes the whole of British North America; and secondly, that more goods were imported in 1852, via the United States, than in 1851. And this consideration would also materially alter the proportions sent to the United States and Canada, for all goods intended for Canada shipped to the United States, are entered at the Custom House in England for the port to which they are directly sent.

EUROPEAN NEWS.

The arrival of the Steamer Arctic, at New York brings dates to the 19th of October, but the intelligence they furnish is not important.

To the St. John Times we are indebted for a summary of the news, which we have copied in another page.

THE SEASON.

Old winter has suddenly visited us in one of his sternest moods. On Sunday morning about 10 o'clock, it commenced snowing, and ceased about 6 o'clock in the evening. Severe frost then set in, accompanied with a heavy blow from the north and northwest, which continued until noon yesterday, when it moderated. A large quantity of ice formed in the river. We do not remember ever having experienced such cold frosty weather at so early a period of the season.

Last night a considerable quantity of snow fell. About nine o'clock this morning it commenced raining and continued so to do until two this afternoon, at which hour we went to press.

LETTERS ON THE RESTIGOUCHE.

The interesting and instructive letters written by Mr Lanman, an American tourist, which were published at length in the Gleaner, have been copied into several Colonial papers. It will have the effect of giving the people abroad a better idea of this remote section of country, than they formerly possessed.

WHAT CONSTITUTES A GENTLEMAN.

Mr Justice Talfourd, in a recent trial at the Bristol Assizes, very satisfactorily answered the above enquiry. Some of our would-be-considered gentlemen, will derive benefit by reading the remark of the Judge, which we copy below. The evidence proved that the defendant while in the theatre, had said to the plaintiff "do not speak to me, I am a gentleman and you are a tradesman." The Judge in his charge to the Jury, in commenting on this part of the evidence said:

"Gentleman" is a term which does not apply to any station but to the mind and the feelings in every station. The man of rank who deports himself with dignity and candour; the tradesman who discharges the duty of life with honor and integrity; are alike entitled to it: nay, the humblest artisan, who fulfils the obligation cast upon him with virtue and with honor, is more entitled to the name of gentleman than the man who could indulge in offensive and ribald remarks, however high his station."

MILITIA GENERAL ORDER.

Fredericton, October 29, 1853. His Excellency the Lieutenant Governor and Commander in Chief has been pleased to make the following Promotion: Third Battalion Northumberland Militia. John Fairley, Gent. to be ensign.

By Command. R. HAYNE, Lt. Col., A. G. M.,—Fredericton Royal Gazette.

The Steamer Enterprise, Farr, belonging to Mr Holderness, of Richibucto, towed up the ship Tranquebar, this morning.

The Southern Mail arrived this morning at half-past eleven o'clock.—The roads, we learn, are in a most wretched condition.

MARRIAGES.

At the Manse, Newcastle, by the Rev. W. Henderson, on the second of November, Mr EBENEZER MCKAY, to Miss SUSAN STEWART, both of the Parish of North-

THE RAILWAY.

The following important paragraph appears in the New Brunswicker received by this morning's mail:—

"Without expressing any opinion as to Mr Jackson's letter to the Governor of Nova Scotia, the propriety of publishing which is seriously doubted, we have to express our belief, that ere many weeks elapse, a formal proposition from Messrs. Jackson & Co. will probably be received in these Colonies, through the Colonial Office, as to their future railway operations; and in all probability, it will be accompanied by a proposition for constructing the Halifax and Quebec Railway from the Hon. Samuel Cunard, which from the high character of that gentleman, and the manner in which he has invariably fulfilled his public contracts, will undoubtedly receive great and favorable attention in these Colonies. Until these documents are received, it appears to us premature to discuss our railway matters, as at present they have no definite shape."

SHIP NEWS.

PORT OF MIRAMICHI.

ENTERED, November 5.—schoer Carleu, Esau, Halifax; Enterprise, M'Lellan, P. E. Island; bark Lady Campbell, Powes, Waterford, Johnson & Mackie.

7—brig Nancy, Power, Bristol, Johnson & Mackie. 8—ship Tranquebar, Harward, Bath, U. S., Johnson & Mackie.

CLEARED—November 5, brig A castus, Brown, Newfoundland. 7—schr Mars, Vincent, P. E. Island. 8—schr St. Anne, Hoffman, Quebec; President, Hewitt, P. E. Island; Enterprise, M'Lellan, do.

New Advertisements.

CROWN LAND NOTICES.

CROWN LAND OFFICE, November 1, 1853. The undermentioned Lots of Crown Lands will be offered for sale by Public Auction on TUESDAY, the sixth day of DECEMBER next, at noon, by the respective Deputies, at their Offices, agreeably to the Regulations of 11th May 1843, and no sale on credit will be made to any person who is indebted to the Crown for previous purchases. (Not to interfere with the right to cut Timber or other Lumber under Licences applied for previous to the applications for the purchase of the Land.) (No person is allowed to hold more than one hundred acres payable by instalments.)

NORTHUMBERLAND.

By Deputy Peters, at Chatham. 49 acres, lot 18, block 80, Nelson, J. Desmond. 112 acres, lot 3, Crocker's lake, Nelson, H. Ferguson.

KENT.

By Deputy Douglas, at Buctouche. 160 acres, lot 31, South Township, R. Morris; survey 16s. 100 acres on Beekwith Road, west of Howard Brook, Francis Targett. 160 acres, lot 12, Middle Township, J. Quest; survey 16s. 160 acres, lot 13, Middle Township, F. Legere; survey 16s. 160 acres, lot 14, Middle Township, H. Heber; survey 16s. 160 acres, lot 15, Middle Township, L. Arsenau; survey 16s. 156 acres, lot 79, Middle Township, N. Brit; survey 16s. 155 acres, lot 80, Middle Township, E. Leblanc; survey 16s. 159 acres, lot 81, Middle Township, J. Cormie; survey 16s.

By Deputy Merzerau, at Richibucto. 25 acres, lot Z, block 14, Barachois Brook, John Wallace. R. D. WILMOT, Surveyor General.

CROWN LAND OFFICE, November 2, 1853. The right of License to cut Timber and Lumber until the first day of May, 1854, from Berths applied for by the following persons, in the undermentioned situations, will be offered for sale by Public Auction at this Office, on WEDNESDAY the sixteenth day of NOVEMBER instant.—Sale to commence at noon.

(Not to interfere with any Lots of Land located, or which may have been applied for within one year previous to the date of entry of the applications for License.)

(In all cases of competition, the purchaser must immediately pay the amount of purchase money, or else the berth will be again offered for sale, excluding bids from the delinquent.)

Table with 3 columns: Name, S. Miles, Situation. Includes George Sator, W. S. Smith, William Weirhead, Arthur Ritchie, John H. Harty, John M. Dougal, Cooagu's River, Jaquet's River, Barnabas River, Charles River, Renous River, Richibucto Road.

R. D. WILMOT, Surveyor General.

AUCTION.

To be Sold at Public Auction, on FRIDAY next, 11th instant, at 11 o'clock, A. M., at the Residence of Mrs COMBIE, Chatham. One Cooking Stove, One Franklin Stove, One Bed Stead, Stove Pipe, One Chest Drawers, One Clock, Two Tables, Chairs, One Clothes Press, Cooking Utensils, Firewood, One Small Pig.

and sundry other Articles. As Mrs C. is about leaving the Place, Sale will be positive. Terms—Cash. CHARLES L. HAWBOLT, Auctioneer. November 8, 1853.

NOTICE.

All Persons having just claims against the Estate of the late DAVID SWAYNE, Esq., of Chatham, Deceased, late of H. M. Customs, are requested to render the same to Jno. M. Johnson, Esq., within Three Months from this Date, duly Attested; and all those indebted to said Estate, are required to make immediate payment of the same to him.

AMELIA SWAYNE, Administratrix. Miramichi, October 29, 1853.

BUOYS AND BEACONS.

Tenders for LIFTING THE HARBOUR BUOYS, and placing them where the Commissioners point out, will be received at the Residence of M. CRANEY, until TUESDAY the 15th November next, at 12 o'clock, noon.—Payment will be made when in full. Not to be taken up till the 20th of next Month. M. CRANEY, } Commissioners. GEO. J. PARRER, } Miramichi, October 25, 1853.