

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, SEPT. 10, 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.

A NOVELTY.

On Wednesday last the inhabitants of Chatham were agreeably surprised to witness an event, the like of which has not occurred here for a number of years, namely, the arrival of a British Man-of-War Steamer, which proved to be the "Basisk," the Hon F. Egerton, Commander. She called in here to receive the Lord Bishop of Quebec, who attended the Consecration of the Cathedral at Fredericton, and to convey his Lordship to Gaspé. She left again on Thursday morning.

During the time she lay at anchor opposite our town, she was visited by a great number of persons, which to many of them, proved a novel spectacle; and all who had the opportunity of so doing, are loud in their praise of the courteous and gentlemanly manner in which they were received on board by the officers, who appeared to vie with each other in showing them every mark of attention, exhibiting to their wondering eyes, the many departments into which she is constructed; and the scene of busy life which her jovial and good-natured crew presented.

The Basisk is one of the vessels employed by the Home Government for the protection of the Fisheries in the Gulf of St. Lawrence. She is rigged as a bark, and is of the burthen of 1,100 tons; has two engines of 400 horse power, draws 17 feet of water, mounts eight guns, of heavy calibre, and carries 160 men. As far as we can learn, she is the best sea-boat on the station, and from her appearance we should say she is admirably adapted for the service she is engaged in.

THE LIQUOR LAW.

The Editor of the Carleton Sentinel makes the following sensible remarks on this law. The suggestion is well worthy the consideration of the friends of Temperance:

The Liquor Law gives but little satisfaction in this county, in fact it is in most places unheeded; the great cause of this is that neither party is satisfied. Temperance men say, as it now is, the law is worse than none, that in allowing the sale of ale and porter a door is opened for the importation and sale of all kinds of liquor, and they require a law more stringent in its measures—prohibiting the importation and sale of all kinds of intoxicating drinks, excepting by agents regularly appointed for that purpose. On the other hand it is contended that the law is unconstitutional, and arbitrary, and an infringement on the rights of the people, that no authority in the Province has a right to dictate what a man should or should not drink, any more than what he should or should not eat or wear; that if he can be prohibited from drinking what he pleases, so he can be confined to a particular article of diet or clothing. Without stopping to enquire which side can produce the strongest arguments, we will proceed to show what, in our opinion, is the proper course to pursue in a question of so much importance. It is a correct principle that the minority should give way to the majority, and we see no reason why the rule should not be applied in this instance. It does not follow that because the House of Assembly pass a certain law, it is therefore in accordance with the wishes of the majority of the people, and there would be great difficulty in ascertaining by petition which side has the majority to this instance—as any number of names could be obtained on both sides—we do not see why the question could not be referred directly to the people for their decision. Let the friends of Temperance form a Bill as stringent as they please—such a one as they would like to see become a law—and let it pass the Legislature with the understanding that it is not to go into operation until it receives the approval of the majority of the electors in the Province. The question could be taken in each county, in the same way that County Councillors are now elected in Carleton, and if a majority are in favor of the law, it will disarm its opponents of their strongest arguments, and if the vote should be against the Bill, the friends of Temperance must submit, and adopt some other course to carry out their views.—This plan has been tried and found to work well in some of the United States, (Rhode Island we think for one) and it would doubtless do as well here—at all events we throw out the hint, and would like to see the question taken up in the proper quarter and fairly discussed.

GOING AHEAD.

Our American neighbours are an enterprising, persevering people and if they fail in any undertaking it is not for the want of repeated trials. The last novelty is

a project for reducing the passage between New York and England to six days. The New York Herald says that a steamer is on the stocks at the ship-yard of John W. Griffiths, at Greenpoint, which is expected to be ready for sea early in February next. The steamer is being constructed under the plans and specifications of William Norris, civil engineer, and John W. Griffiths, naval architect, who have patented their improvements in the United States, England, and France. The builders and patentees, as we are informed, are under engagements to cross the Atlantic from New York to England, within six days, in all seasons, with greater comfort to passengers and less risk to life than by the present conveyances.

NEWFOUNDLAND TELEGRAPH.

It is with much regret we publish the annexed paragraph from the Eastern Chronicle, printed at Pictou:

The erection of the Grand Junction Telegraph connecting the Island of Newfoundland with the mainland via P. E. Island, has been suspended, on account of a difficulty between Mr Gisborne the Superintendent, and the Company at New York. Mr Gisborne has left Newfoundland and is at present in New York where it is expected he will be able to make such arrangements as will admit of the recommencement of the work at an early day.

RAILROAD DEMONSTRATION.

It will be seen by the annexed communication, forwarded to the Editor of the St. John Morning News, that the inhabitants of Shediac do not feel disposed to resign the right to the citizens of St. John, of celebrating the turning of the 'first sod' on the railroad in this Province, but have resolved to hold a Pic Nic in honor of this event, on the 8th instant. We hope some correspondent will furnish us with an account of the day's proceeding:

SHEDIAC, August 31, 1853.

DEAR SIR—Through the medium of your very popular paper, we hope to find room for the following:

The Committee appointed at a meeting of the Shediac Division, No. 28, Sons of Temperance, on Saturday, August 13th, met on Friday, August 26th, to consider and terminate on the subject of holding a Pic-Nic. Brother N. M. Walker, Chairman, and Brother J. W. Doherty, M. D., Secretary.

Resolved, That seeing the propriety of holding a Pic-Nic, we have chosen as the most suitable place Point LeChan, and Thursday, September 8th, the appointed time.

Also Resolved, That as Shediac is to be the place where the great contemplated Rail Road is to be commenced, and hence claiming priority, we on the same occasion hold a Rail Road Demonstration for the object of turning the first sod.

N. M. WALKER,  
J. W. DOHERTY, M. D.,  
HOWARD CHAPMAN,  
ROBERT B. CHAPMAN.

A BLUNDER.

The Editor of the Morning News thus notices a ridiculous blunder made by the Editor of the Aberdeen Herald. The British press is full of such absurd mistakes, showing a most lamentable ignorance of all matters connected with the British North American possessions.

If some of the leading journals at home would condescend to exchange with their Colonial contemporaries, it would be of infinite service to them in imparting information with which they appear to be lamentably ignorant, much of which they should have been made acquainted with while going to school.

"We were very much astonished the other day on perusing a copy of the Aberdeen Herald, to observe in a paragraph noticing a show of Live Stock in Aberdeen, that Mr Cumming, our Veterinary Surgeon, had been sent to Great Britain by a number of the Provinces of New Brunswick, for the purpose of buying eight horses. Can it be possible that the editor of that paper is so ignorant of the Geography of North America, that he supposes New Brunswick is divided into Provinces? Now we must inform him that New Brunswick is only divided into Counties. We hope he will spare time this fall and take a trip across the Atlantic and see for himself. New Brunswick will be and by let herself be known even to the folks as far north as Aberdeen, where her ships have already been their clippers."

AGRICULTURAL.

We call the attention of the public, but more especially of our Agricultural readers, to the annexed paragraph copied from the St. John Observer. We wonder if there is any public officer in the place who will consider it his duty to see the law carried out?

We desire to call the attention of our readers, and especially of our Agricultural friends, to the provisions of the new Law for regulating Weights and Measures, which will come into effect on the first of October next; and by which, therefore,

their operations in trade must henceforth be regulated. The Act provides among other things, that 'the measure for all liquids shall be the old English wine gallon 231 cubic inches; that 'the measure of dry capacity shall be the measure formerly used in England, and known as the Winchester bushel, containing 2150 cubic inches and 42 hundredths of a cubic inch; that the standard specimens of all weights and measures shall be kept in the Provincial Secretary's Office, and copies thereof furnished to the respective Clerks of Peace for the several Counties, as standards for such Counties respectively; that Clerks of the Markets and Town Clerks shall keep stamped or proved and authorised sets of Weights and Measures, to be used as standards; that such Clerks shall have full power to inspect and examine all Weights and measures, in all stores, shops, places of business, ships and vessels; and to seize all imperfect Weights and Measures; and the owners thereof are subject to a fine of £10, maximum; that 'the use of the heaped measure is thereby abolished, and all sales or contracts for sales by the heaped measure, made after the Act comes into operation shall be null and void; that 'the standard bushel of Wheat, Indian Corn, Barley, Buckwheat, Rye, Oats and all other grains: Potatoes and all other edible roots, shall respectively be taken to be of the following weight in pounds avoirdupois:

Of clean Wheat or Indian Corn	60 lbs;
" " Barley or Buckwheat	50 "
" " Rye grain summer or winter,	56 "
" " Oats	36 "
" " Timothy Seed,	40 "
" " all other grains,	56 "
" Potatoes and all other edible roots	56 "

That 'Coals shall be sold by weight, and not by measure, by the ton of 2240 pounds avoirdupois, and its usual subdivision; and provisions are also made for recovery of penalties under the Act.

AUSTRALIAN STEAM NAVIGATION COMPANY.

This is a most fruitful age in the projection of gigantic enterprises, and the formation of joint stock companies for carrying out important schemes calculated to benefit the present and future generations. The last undertaking noticed in the British papers is one with a capital of £1,000,000 for the establishment of a line of steamers which are to ply between Milford Haven to Aspinwall, on the Atlantic side of the Isthmus, from whence the passengers and freight will be conveyed across to Panama, on the Pacific, by Railway, and there re-embark for ports in Australia. By this method it is expected that the whole voyage will be accomplished in the short period of fifty-five days.

We refer our readers for particulars to the annexed extracts which we copy from the prospectus of the Company, as well as to an article under the politician's head:

The route proposed, viz., the direct line connecting England with Australia, and crossing the Isthmus of Panama, may be considered as divided into three stages—the Atlantic passage—the transit across the Isthmus—and the Pacific passage—to Sydney and Melbourne alternately; coaling at Oahu or other convenient station. On the first it is unnecessary to dwell; of the second, all difficulties are in process of speedy removal by the line of railway now approaching its completion, with attendant accommodation of suitable hotels, at both extremities and the third, favoured as it is with the smoothest seas, with moderate winds, a pleasant temperature, and the absence of adverse currents, may indisputably be described as presenting the most objectionable navigation in the world.

The speed and regularity with which paddle-wheel steamers—on the Cunard and Collins' lines—have performed their passages across turbulent seas of the North Atlantic, having established a conviction that this mode of propulsion is best calculated for long voyages, at high velocity, it is proposed to employ paddle-wheel steamers of about 3,000 tons, with commensurate engine power, combining as well-established improvements, in reference to machinery, uniformity of size, proportions, and cabin accommodation.

The vessels will proceed at stated periods from Milford Haven to Aspinwall (Navy Bay), on the Atlantic side of the Isthmus, from whence passengers and cargo will be conveyed by railway to Panama, on the Pacific side, and there re-embarked for Australia, accomplishing the whole distance, or from, in about 55 days. The Directors, after the most deliberate consideration, have decided that Milford Haven, as the port of departure, promises advantages which few other ports can supply, viz., the safest anchorage, entrance and exit at all times, facilities of repair, supply of most suitable coals, and easy communication by rail with London, Manchester, and all the manufacturing districts.

Large additions to this vast traffic must necessarily flow from the increasing intercourse between North America and the Australian colonies—facilitated as such intercourse is by the powerful lines of steamers already established between the United States and the Isthmus of Panama in the North Atlantic—and between California and Panama in the North Pacific.

The augmented line of steamers also employed by the Pacific Steamer Navigation Company between Valparaiso and Panama must considerably swell the stream. These great results stand in perfect independence of a line, projected, which will, in all probability, at no distant period, con-

nect California and China; and likewise of traffic, the natural result of conveyance of passengers and valuable merchandise diverted from old and circuitous routes.

The unsatisfactory state of the present communication with the Australian colonies coupled with the strong feelings prevalent in favour of the Panama route, points to this as the only means left for establishing the shortest possible period of communication; and the Directors, from the demonstrations and experience of the nautical members of their Board, from the assurances of the most successful shipbuilders and engineers, and from arrangements formed at Panama, entertain no doubt that the passage can be accomplished in the time stated, and that the course of post can be safely and regularly reduced to about 120 days, including the intervals between arrival and departure of the mails.

COLONIAL TRADE.

The price of Ships and Timber in the mother country, still range very high. A Correspondent at Liverpool writing to us under date of August 19, says:—"We have brisk times here, Shipping and Lumber at full prices, and in great demand."

The same party sent us a copy of Farnworth & Jardine's Circular, from which we take the following extracts:

Yellow Pine Timber.—Quebec, per cubic foot, 1s. 7½d. to 1s. 6d.; St. John's, 19 inches average, 2 0½ to 2 1; Miramichi, 1 6 to 1 8; Bay Chaleur 1 6; Richibucto, 1 5; St. Andrew's, 1 5; Nova Scotia and Prince Edward's Island, 1 4.

Deals, Quebec, Yellow, per standard—1st quality none; 2d £13 10; 3d £11 10; Planks, Spruce, per stand, hundred St. John's, &c., N. B., £10 5; Nova Scotia, £9 10 to 9 15.

Lathwood, per fathom 4 feet, £6 0. Railway Sleepers, Hackmatac, 9. 10 x 5, 4s. 6d.; 9. 9 x 4, 3s. 6; 9. 12 x 6, 6s. 0.

Timber.—A parcel of Miramichi Pine sold at 10d per foot.

Hardwood of good quality is wanted; St. John is worth 22d to 23d per foot, and Prince Edward's Island, 20d per foot.

Spruce and Pine Deals.—The importation, so much in excess of last year at the end of July, is now pretty nearly upon a par, being, 1,343,000 pieces, against 1,280,000 pieces; the demand continues unprecedented, consequently higher prices have been paid, and there is every probability that still higher rates will be obtained for the next arrivals.

Railway Sleepers.—no import of this article from the Colonies this year—they are worth our quotations.

We also obtained a list of vessels sold during the previous fortnight, by Cunard Munn & Co., 42 in number, among them are the following:

Roderick Dun, built at Richibucto in 1851, yellow metled in 1851, burthen (new) 1,167 tons, sold for £10,875. Irene, built in Bathurst 1842, zinced in 1853, 321 tons, £2,250. Clan Gregor, built in Miramichi 1853, will class 7 years, 912 tons, £8,600. Rosina, built in Miramichi 1853, will class 7 years, 448 tons, £10 10s. a ton. Stamboul, built in Miramichi in 1853, class 7 years, 959 tons, £8,400. Star of the North, built at Bathurst in 1853, 171 tons £1,575.

STEAMER ENTERPRISE.

In a previous number we mentioned that this vessel had come round from Richibucto, for the purpose of towing Mr Robert Johnston's new ship the Nimrod, over the horse-shoe. This task she performed in a masterly manner, notwithstanding she had an adverse wind and tide to contend with during her passage down the river.

This boat is of the burthen of 140 tons, and is propelled by two engines of 45 horse-power each. She is not speedy but will run about 7 or 8 knots an hour. Her boilers have been in use about six months, and her hull underwent a thorough repair before she left Britain last summer. She is strongly built, is a good sea-boat, has excellent accommodations for passengers, having two comfortable and neatly finished cabins, and we should pronounce her to be well calculated for the work she has to do.

She has already rendered good service to the merchants in Richibucto in towing vessels in and out of the river, in conveying timber, deals, &c., to the shipping, who are compelled in consequence of the want of water on the bar, to load outside. She is commanded by Captain Farr, who has already earned for himself the good-will of the inhabitants of Richibucto for his obliging disposition and gentlemanly deportment. No liquor is allowed to be used by her officers and crew.

Such a vessel was much required on the river Richibucto, and Mr Holderness deserves much credit for his enterprise in supplying the deficiency. We sincerely hope he will reap a commensurate reward.

Divine Service will be celebrated in St. Andrew's Church, Newcastle, on to-morrow evening, (Sunday) at half-past six o'clock.

After the Sermon a collection will be made towards providing a decent fence for the Church.

We are requested to state that the new Roman Catholic Chapel at Berthelogue, will be Consecrated on Sunday the 18th September, and that the Right Rev. Bishop Connelly will preach the dedication sermon.

MARRIAGES.

On Wednesday morning last, the 7th September, at St. Paul's Church, Chatham, Miramichi, by the Rev. James Hudson, B. A., Rector of St. Peter's Church, Nelson, EDWARD E. PETERS, Esq., Barrister-at-Law, of St. John, sixth son of the late Hon. Charles J. Peters, H. M. Attorney General of the Province, to ELIZABETH M., youngest daughter of John Wright, Esq., of Studley Lodge, formerly her Majesty's Collector of Customs at this place.

[We have to acknowledge the receipt of a large slice of the bridal cake.]

On the 7th instant, by the Rev. S. N. DeWolfe, Mr HOWARD TRASHOLD, of Westmorland, to JULIA C. youngest daughter of Mr Gregory Layton, formerly of Chatham.

At the residence of Mr John Keswick, Bucoche, on the 22nd ult., by the Rev. James Law, A. M., Mr JAMES McNARIN, to Miss ANN McBEATH, both of the Parish of Wellington.

DEATHS.

On Thursday night last, ANN MATILDA, eldest daughter of Mr. George Letson, aged 13 years. Funeral to-morrow, (Sunday) at 3 o'clock, when friends and acquaintances are requested to attend.

At Bay du Vin, on Thursday, the 8th inst., MARGARET McCLENNAGHAN, aged 22 years, second daughter of James McClellan, a Native of the County Antrim, Ireland.

SHIP NEWS.

PORT OF DALHOUSIE.

ENTERED, September 1.—bark Rosetta, Murphy, Fleetwood, Messrs. Montgomery. 6—schoers Prudent, Andette, Halifax, general cargo, Wm. Hamilton; St. Valier, Plantes, Quebec, general cargo, J. Le Billois and others.

PORT OF QUEBEC.—August 30, Entered for Loading, schr Mary & Margaret, Richibucto.

PORT OF HALIFAX.—September 3, Entered, schr Villager, Miramichi. Cleared—September 3, brig Doctor, Richibucto; Marwood, Miramichi.

JUST RECEIVED.

EX SCHOONERS ST. ANDRE & ELLEN FROM QUEBEC. 100 Barrels fresh Quebec Flour for Family use. Oat Meal, Prime Mess Pork, Butter, Soda & Sweet Crackers.

ALSO.

A large Consignment of mens and womens Boots & Shoes, Childrens & Youths do. do. about 50 Cases in great variety, which will be sold at little over cost and charges, by the Case.

W. A. LETSON.

Chatham, September 10, 1853.

Howe's Educational Depository.

The Subscriber respectfully invites the attention of the Public to his NEW STOCK OF BOOKS comprising SEVEN HUNDRED VOLUMES of late and Standard Works, by the most popular Authors. The prices in general are about 25 per cent less than formerly. DAVIS P. HOWE. Chatham, September 6, 1853.

Wesleyan Mission Meetings.

The Rev. Mr Cady from St. John will preach in the Wesleyan Chapel in Chatham, to-morrow Morning, at 11 o'clock, and in the Evening at half past 6 o'clock.

The Wesleyan Missionary Meetings will take place in Upper Nelson on Monday the 12th inst. in Chatham at half-past 6 in the Evening of Tuesday. And at Newcastle on Wednesday Evening, at half-past six. A collection will be taken after each service.

GUNS! GUNS!

The Subscriber has for sale at his residence, in Newcastle, a number of GUNS, which has been left from time to time with him; to get repaired, and as the owners have never called for them, he will dispose of them by special prices, if not redeemed within Three Months. CHARLES CRAMMOND. Newcastle August 31, 1853.

DISSOLUTION NOTICE.

The Period of Copartnership between the Subscribers having expired, on the 24th AUGUST, instant, the same is dissolved. Accounts will be settled and the business closed by ROBERT T. MILLER, and WILLIAM TAYLOR, who continue in Business as Copartners, from the above date.

ROBERT T. MILLER,  
ALEX. TAYLOR,  
WILLIAM TAYLOR.

Douglas-town, 28th August, 1853.

NOTICE.

All persons having just claims against the Estate of the late JAMES FENNY, will please the same duly attested, within Three Months from this date, and all persons indebted to the deceased, will pay to the Subscriber.

GEORGE H. RUSSELL, } Executor.  
GEORGE J. PARKER, }  
Chatham, August 26, 1853.

JUST RECEIVED.

EX SCHR. GLORY, FROM BOSTON.

Boxes Confectionary, Shelled Almonds, Filberts, Fresh Citron Peel, do Cheeses, in Boxes, Oil Skin Clothing, Casks Lard Oil, Extras, Boxes Cotton Wool Cards. W. A. LETSON. Chatham, 26th August, 1853.