

## Editor's Department.

## MIRAMICHI:

CHATHAM, MONDAY, MAY 30, 1853.

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

## EUROPEAN NEWS.

The steamer Europa arrived at Halifax on Tuesday, and we obtained our papers on Friday. They are to the 14th of May. The news is not important, but we have made some selections, which will be found under the proper head.

## WEST INDIES.

It would appear from late intelligence received from Jamaica, that serious difficulties have arisen in the Legislature. The Council and Assembly have differed on a bill to reduce the salaries of several public functionaries who hold seats in the upper branch.

We are indebted to the Halifax Sun, for the following brief review of the state of affairs at the latest dates from that Island:

"A serious collision between the Governor and the Legislative Assembly of Jamaica has resulted in leaving that Island *ad interim* with- out a Tariff; consequently, the ports are open to the introduction of articles of import duty free."

Indeed we were not very far astray in saying that, in so far as the actual state of affairs in the "Great Island Colony" faithfully reflected in the local Press, social, political, commercial, is most unsettled.

The immediate cause of the present difficulty between the Legislative and Executive Powers appears to have been refusal upon the part of the middle branch to assent to a Bill, which the latter had passed, going to reduce the salaries of certain functionaries having seats in the Legislative Council, and consequently with a majority at their back, competent to stop the measure *in transitu*. The Assembly then passed the Import Duty Bill, in which they put two clauses appropriating the moneys collected under it to special purposes, and awarding to the officials salaries at the reduced rates contemplated by the Retrenchment Bill, and rendering the Receiver General liable to a penalty of five hundred pounds, if he appropriated the moneys otherwise than as provided by such clauses. This Bill the Council also rejected, and the Governor, issued his proclamation proroguing the Legislature for a few days, thus leaving the question of supply an 'open one' again.

The Assembly, firm in their determination, passed the same Retrenchment Bill, which the Council again rejected; the House then passed again the same Import Duty Bill, with the appropriation clauses, in which the Council again did not concur. The Assembly then came to the following Resolution:—

Resolved, That in consequence of the rejection of the Revenue Bill by the second branch of the Legislature, and the recklessness and utter disregard of the interests of the colony thereby displayed, this House feels that it cannot, with any confidence, continue to originate legislative measures for the benefit of its constituents; and, in self respect and in vindication of the rights of the people, it declines to do further business with the honorable Board of Council.

"This resolution of course brought things to a stand, and the House of Assembly asked the Governor for a recess which he refused. The resolution passed on the 4th of May, and a day or two after, the House adjourned itself until the 16th inst. The Council in their proceedings after quoting the resolution I have given you above:

"Resolved. That the assertion contained in it (the Assembly's resolution) are as unfounded in fact as they are a gross violation of the usage and custom of Parliament, and a wanton insult to the honor and dignity of the Council, as an independent branch of the Legislature."

"The Governor then finding his attitude assumed prorogued the House until the 17th inst. until which it stands prorogued. There is every probability that on the 17th the Assembly will pur sue the same line of policy, in which case the only thing left the Governor to do will be a dissolution. But this will not alter matters, for I am sure the next House will follow the footsteps of the present one. In the interim, of course, there is no revenue bill. The rum duty bill levying a duty of about £30,000 on rum consumed in the island—has also been thrown out by the council, because of an appropriation clause similar to the one in the Import Duty Bill. By this rejection an additional £30,000 has been sacrificed since the 30th April, upon which day the revenue bill expired. Speculations are of course going on. One merchant has sent a small vessel to Cuba to load with tobacco, whilst others in anticipation of the crisis, have written for large cargoes the States. If they arrive in time, great loss to the country will ensue."

## NEW YORK CRYSTAL PALACE.

It appears by our American exchange papers, that the principal part of this edifice will be completed by the first of June. The Journal of Commerce has the following paragraph on the subject of the building:

To day, the American quarter of the building, which is the north east corner, adjoining the restaurant saloon, will be given over to the hands

of the Association, that the cases, tables, &c., for the display of goods may be arranged. The department for machinery, agricultural implement, &c. which is distinct from this, is not yet prepared. The roof is now nearly complete, except the dome, and the floors are in such a forward state that forty-eight hours will suffice to finish them, after the dome is up. There is comparatively little more glazing to be done. The galleries are to be faced with an ornamental railing of iron wire, painted white, with gilt rosettes, and lined with crimson cloth. The outside of the building will be bronzed, with all the prominent points touched with gold. The effect, when lighted up by the sun, will be very superb. The whole structure will be surrounded with a substantial wrought iron fence, 6½ feet in height, to be erected the present week. The space intervening between the fence and the Palace will be terraced and laid out in flower beds and grass plots.

## A CALAMITOUS MONTH.

Under this head, the Philadelphia Bulletin has the annexed paragraph:

This has indeed been a month of calamity. Within three or four weeks there have been recorded on the pages of the public press the destruction of the steamship Independence in the Pacific, the Ocean Wave on Lake Ontario, and the Jenny Lind in California; the awful railroad calamities at Chicago and Norwalk, and now there is added the loss of the ship William and Mary at sea. By these six disasters, not less than 500 souls have been hurried into eternity, and in addition to these there have been minor accidents on railroads and steamboats, falling of buildings, which would materially swell the aggregate.

## NEW WORK.

The Editor of the Pictou Chronicle informs us that Captain Arthur Sleight, has recently published a Work in London, under the title of "Pine Forests and Hachmatac Clearings; or, Travel, Life and Adventure in the British North American Provinces." The Editor remarks: "The Captain enjoys a wide though not very enviable reputation in the said provinces, and we dare say the Provincials will receive small mercy at his hands. The editor of the Charlottetown Gazette says he hears from a private source that the book 'rakes up all parties in P. E. Island, both great and small.'"

## BOUNDARY LINE.

The joint Commissioners, for running the Boundary Line between this Province and Canada, it appears by the following extracts, have at length proceeded to their work:

"Colonel R. S. M. Bouchette, the Canadian Commissioner for the Boundary Survey arrived here on Saturday evening by the Steamer 'Eastern City' from Boston, and left for Fredericton yesterday morning, to proceed up the river and join the other Commissioners.—We understand that the survey will commence at the outlet of Lake Beau, the western extremity of the line, and probably be carried eastwardly around the Temiscouata Seignior during the present season, leaving for another season the prolongation of the line along the crest of the Highlands and the 48th parallel of north latitude to the Mistouche river.—New Brunswick."—

"The Commission appointed to run the Line between this Province and Canada, is to proceed immediately with that duty.—Colonel Robinson who represents Great Britain, and the Hon Amos E. Botsford on behalf of New Brunswick, have proceeded to the general rendezvous at the little Falls, Madawaska, during the week, where they will shortly be joined by Colonel Bouchette on the part of Canada.—Fredericton Reporter."

## ST. JOHN.

Under the head "Shipping in Port," the Morning News has the following paragraph, showing the large influx of shipping in that harbour:

"It is really a curiosity to go down to the end of the 'South Wharf,' and observe the shipping in the harbour. Rankin's Wharves and those in the neighbourhood of the Custom House, and at Carleton, present to the view 'forests of masts' reminding one of the shipping scenes on the North and East Rivers, New York, where the vessels lie so compactly that you can scarcely see day-light through their rigging. There are some of the largest merchant vessels in the world, now in St. John. Over a dozen are lying out in the stream, there not being wharf room for them."

## CANADA.

The Genova left Quebec for Liverpool, on the evening of the 15th of May, with a full cargo, and a large number of passengers.

The Quebec Gazette says that letters were received by the Cambria, stating that the "Grand Amalgamated Trunk Railway" shares were selling in the London market at a premium of 7 per cent, and that the Company has taken in the Great Western Railway also.

It is gratifying to be enabled to publish such a flattering account of the prosperity of our sister Colony. It is copied from the Montreal Sun:

"To say that Canada is now on the flood-tide to prosperity, is less than the truth; for whatever may be the general promise of an incoming harvest of gain—and we readily acknowledge that at no previous period has it been larger—it is a present and a pleasant fact that the country is actually in the best possible condition. Every branch of trade and industry seems to partake of the activity and vigour which indicate strong health. Money is abundant, labour is amply remunerated. Our staple products are in demand, and must continue so. Large supplies of sawed lumber, so much wanted in the

United States, are ready to avail themselves of the water conveyances. Important links of Railways are completed, and on the eve of completion. Direct steam navigation with the mother country will place goods in this, the Canadian Central City, in a shorter time, and at less expense than they can be brought by any other way a fact the importance of which, in our neighbourly relations with Vermont, Western New York, &c., ought to be heralded throughout those States—for it only requires to be known there, to ensure us a large proportion of their custom. The erection of extensive manufactories in our vicinity, for the production of goods which we have hitherto obtained from abroad, but which we can make cheaper here—India rubber goods for instance—will lead to other enterprises of the same kind.

"The partial improvement in our tariff, so far good, and suggestive of further relaxation, adds another light to the picture; and a full treasury, together with the highest credit character in the great money markets, all combine to stamp Canada at this time as one of the most favoured countries upon which the Sun can shine!"

## STEAM BETWEEN SHEDIAC AND CHARLOTTETOWN.

The Fairy Queen arrived at Pictou on the 21st instant, and proceeded immediately to Charlottetown. She experienced very heavy weather on her passage from St. John, and had to lay too a night and part of a day. Her proprietor has not completed his arrangements as to the days of sailing, neither is it yet determined whether she will make one or two trips a week to Shediac.

## ACCIDENT.

We understand that the American bark Courant, Captain Bradstreet, from New York, lost a man overboard when the vessel was crossing the horse-shoe. He fell from the fore-royal yard, and was drowned. In the haste to lower one of the boats, the Captain was seriously injured. Since the arrival of the vessel in port, a physician has been attending him, and he still remains in a very critical state.

## THE SEASON.

The weather is just such such as the most fastidious individuals, or habitual fault-finders could desire—bright sunshine, with occasional showers. We never saw the grass look better at this period of the season.

A number of square-rigged vessels arrived during the week, the greater portion of which were foreigners. Two of them, the Ellerslie, from Liverpool, and the Lady Faulkland, from the Clyde, have general cargoes.

The want of all kinds of Labourers still continues to be sensibly felt.

## MAGDALEN ISLANDS.

We are indebted to the Halifax Sun for the following extract of a Letter of the 15th May, received from the above-named place:

"There has been a great many vessels here that were into Halifax; but I see by the papers that they only cleared out again for the fishery. There have been 70 odd vessels here for herring; about one hundred thousand barrels taken, of which seventy thousand barrels have been shipped as yet. Several American vessels were among the number. The season has been so early that every thing looks cheering. Farming has commenced, and there is every prospect of an early summer."

## COUNTY OF GLOUCESTER.

On the 24th instant, Messrs Ferguson, Rankin & Co., launched at Bathurst, a beautiful Brigantine, which they intend employing in the Newfoundland trade.

## BRITISH CABINET.

The annexed paragraph, showing the respective ages of the Ministers which comprise the British Cabinet, may be interesting to some of our readers:

Lord Lansdowne, 73; Lord Aberdeen and Lord Palmerston, 69; Lord Cranworth, 63; Lord John Russell and Sir J. Graham, 61; Sir C. Wood, 53; Mr Gladstone, 44; Sir W. Molesworth and Mr. Sydney Herbert, 43; Duke of Newcastle, 42; Lord Granville, 38; Duke of Argyll, 39. Their joint ages are 680, and their average age 53, that of Sir Charles Wood. Several of them are under 60 years of age, and six above that age.

## LAUNCH.

Messrs Harley and Burchill launched from their building yard at Beaubair's Island on the morning of Tuesday last, a ship of the burthen of 912 tons, new measurement. She was named the *Clan Gregor*. We understand that this vessel is a fine specimen of naval architecture, and fully sustains Mr Harley's high reputation as a ship builder. She is to be commanded by Captain J. Roberts, of Liverpool, England.

## BOWSER'S HOTEL.

## ARRIVALS DURING THE PAST WEEK.

May 25—Clarence Hamilton, Carleton, C. E.; Albert S. Minot, Boston; C. J. Underwood, do.; Rev. N. Disbrow, St. John; Miss Disbrow, do.  
26—J. Dewar, Bay Chaleur; George McLeod, Richibucto; Wm. McLeod, do.; Robert Young, Carleton; James Young, Esq., Tracadie; Wm. McKay, Boiestown.  
27—W. R. Rudolf, P. E. Island.

## INQUEST.

On the 11th inst., an Inquest was held before Stafford Benson, Esq., Coroner, on the body of RICHARD MAID, of Chatham Parish, who had resided for many years near St. Paul's Church. It seems that some business called him to the marsh below his house, and he having been absent longer than usual, his wife became alarmed, and search being made, he was found dead. He had been subject to fits. Verdict.—Died by the visitation of God.

The Jury very kindly handed over their fees to the widow.

The Jury who attended on the bodies of the Indians lately at Nelson, also handed their fees over for a charitable purpose.

These praiseworthy acts deserve the highest commendation.

## Deaths.

At Chatham, at noon, on Saturday, the 28th instant, Mr. JAMES FENETY, in the 48th year of his age. A worthy man, leaving a wife and large family, as well as an extensive circle of relatives, to mourn their severe loss.

At Richibucto, on the morning of Friday last, after an illness of several months, GEORGE PLATT, Esq., in his 61st year.

At Northesk, on the 21st instant, JANE, wife of Mr. Edward Rogers, snr., in the 73rd year of her age, much and justly regretted by a large circle of relatives and friends.

## SHIP NEWS.

## PORT OF MIRAMICHI.

ENTERED.—May 25—schr. Victoria, LeBois, Quebec, produce; John & Mackie; Magdalen, Jonas, do, do, Charles Hildbolt and others; Ship Lady Falkland, D. Reid, Port Glasgow, General Cargo, Gilmour Rankin & Co.

26—Foreign brig Pomona, Peterson, Grimsdall, Gilmour, Rankin & Co.; Foreign barks Solertia, Peterson, Falmouth, W. J. Fraser; Lolland, Jensen, New York, coal, do.; Grevinde Kassin, Soeborg, Norway, Johnson & Mackie; schr. Fairy, McKay, P. E. Island; Philomine, Gallabois, Quebec, Flour, Johnson & Mackie; Jasper, Pillman, P. E. Island, produce, Master.

27—schr. Mary Marguerite, Vigneau, Magdalen Islands; Foreign brig Libarona, Falk, Arundale, Gilmour, Rankin & Co.; Foreign bark Melior, Merrill, New York, do.; American bark Courant, Bradstreet, do.; schr. Lady Maxwell, Bourke, P. E. Island Master; Caroline, McIntyre do, produce, Master; brig Lady Mary, Park, Belfast, Gilmour, Rankin & Co.; Foreign brig Patrie, Florence, Norway, Gilmour, Rankin & Co.

CLEARED, May 21—brig Energy, Todd; Waterford, deals, Gilmour Rankin & Co.

23—chr. Harriett White, Bondest, Pictou; Highland Maid, Bernier, Quebec.

25—Alphonse, Fournier, Quebec; Marceline, Johnstone, P. E. Island, salt; schr. Coral, Ellis, Fish, Boston, W. J. Fraser; Hubert Parre, Arsenau, Magdalen Islands, lumber; St. Andre, La Chance, Quebec; Mary Anne, Forrest, St. Pierre, lumber, Fraser.

27—Magdalen, Joncus, Quebec; Victor LeBois, Quebec.

28—Philomine, Gallabois, Quebec.

## PORT OF BATHURST.

ENTERED, May 16.—Perseverance, LeCout, Newfoundland.

May 17—Primrose, Joncus, Quebec, general cargo, to Ferguson, Rankin & Co.; Magdalen, Joncus, Quebec, general cargo, to various parties.

May 18—Maria Priscilla, Fortier, Quebec, goods, to Thomas Seaton.

May 20—Two Brothers, Cornier, Carleton.

May 23—Emily, O'Brien, Halifax, general cargo, to various parties. Bark Henry Hood, Glasgow, general cargo, to Ferguson, Rankin & Co. and others.

CLEARED, May 18.—Perseverance, Shediac, sundries; Magdalen, Miramichi, goods. 21st, Primrose, Halifax, shingles, John O'Brien. 24, Maria Priscilla, Halifax, lumber, Ferguson, Rankin & Co. Two Brothers, Charlottetown, shingles, J. O'Brien.

## PORT OF DALHOUSIE.

ENTERED, May 20—schr. John Wallace, Jewers, Halifax, general cargo, Messrs Ritonie & Co.; Magdalen, Joncus, Quebec, do.

21—schr. Mary, Fournier, Quebec, general cargo, W. Hamilton and others.

## PORT OF RICHIBUCTO.

ENTERED, May 23—schr. C. W. Weldon, MeLeod, P. E. Island, oats, J. W. Holderness.

25—bark George Thomas, Ornbury, New York, L. P. DesBrisay.

26—schr. Flower, Green, P. E. Island, oats, W. Cafe; brigs Rambler, Pheleburgh, Boston, J. W. Holderness; Regina, Walters, St. John, Newfoundland, do.

27—bark Henrietta, Ramm, New York, J. W. Holderness.

28—bark Prince Oscar, Harvesking, Walmouth, W. S. Cafe.

PORT OF HALIFAX.—Arrived May 20, Sylph Bay Chaleur. 21, Vincent, do.

## SCHOOL BOOKS.

For Sale by the Subscriber, the National School Books, Copy Books, Steel Pens, Ink, Music Paper, &c.

JOHN MACDOUGALL.

Chatham, May 28, 1853.

## JUST LANDING.

Ex "HIGHLAND MAID," from Quebec.

Canada Flour and Oatmeal.

For Sale by

JOHN MACDOUGALL.

Chatham, 20th May, 1853.