

expected the United States squadron would shortly follow. All the wild stories about Khiva are repeated by this mail, but the real facts are precisely as we indicated some months ago. Sir Charles Wood, in the House of Commons, says that some subjects of Kokan had erected a fort within the Russian boundary on the right bank of the Sir Daria; a body of the Russians were despatched thither, and after destroying the fort, returned to their quarters at Kaimak. Writers constantly confound the Sir Daria (Jaxartes) with the Amou Daria (Oxus), which runs through Khiva, and thus perpetually blunders arise. The tales about treaties between the Khans of Khiva and Bokhara, and still more absurdly, with Dest Mohammed, all implacable foes of each other, and separated by frightful inaccessible deserts and mountains, are of course destitute of foundation. The destruction of the mud fort constructed to resist the attacks of the wild Kirghese, merely horsemen, has given rise to the stupid reports repeated during many months. The story of the Russians constructing entrenchments within two days march of Khiva exhibits deplorable ignorance of the nature of the Country. It is all a fiction.

Another chance for backing out is to be given to the Czar, which of course he will treat as he has treated all the others—with contempt. On Monday last couriers left for St. Petersburg, bearing a summons from the English and French Governments, calling upon the Emperor Nicholas to give an engagement, within six days from its receipt, that he will evacuate the Danubian Principalities by the 31st of April; and, in the event of his refusal, war will then be declared against him. The Couriers will take Berlin and Vienna in their route, and from the feeling recently manifested by the German Courts, it is not improbable that the summons of the Western Powers will be backed by the Emperor of Austria and the King of Prussia. No doubt can now exist that the last named Potentates have completely broken with their northern ally, a fact which a variety of circumstances have made manifest at St. Petersburg. This quadruple combination must have a material influence on the contest, both as regards the ultimate issue and the time over which it extends; and the Czar's rage at the turn which things have taken may be inferred from the circumstance that he has changed the names of two regiments in his army which were called after the Austrian and Prussian Monarchs, and he has issued peremptory commands that Russian officers shall not wear any decorations conferred by any of these rulers, than which nothing can be more significant as proof of the reality of the rupture.

No one believes for a moment that, desperate as his position seems to be, the Emperor of Russia will avail himself of the loophole to escape which is now open to him. He has deliberately and determinedly refused to do so, by withdrawing his Ambassadors from England and France, and by requesting the representatives of those Powers at his own Court to leave Russia without delay. He would not even grant an audience to Sir Hamilton Seymour before his departure, so that he seems to have studied how to be most offensive before the actual commencement of hostilities. In the face of conduct like this, it is folly to expect that he will retract at the last moment, and back out of a position which seems hopelessly desperate. Although the six days grace involved in the new offer seems, on the face of it, to be a work of supererogation, still no time will be actually lost; because the troops which have been sent to the scene of action will only have arrived there about the time the notice expires, and the Baltic will only be ready to receive the British and French fleets. To Sir Charles Napier has been given the command of the English portion of this fleet, and the belief is general that a better selection could not have been made. Three weeks from the present time have been named as the extreme limit to this last summons, and on their expiration blows will supply the place of diplomacy, and with a far better chance of bringing to his senses the Autocrat of all the Russias.

It is difficult to conceive what course the Emperor Nicholas purposes to take to meet the overwhelming odds which he will now encounter on every side. The Allied fleets at present on the Euxine are strong enough to sweep from its waters every Russian man-of-war that dares to hoist a flag, and the Baltic fleet belonging to the Western Powers will make small work of the Emperor's line-of-battle ships at present stationed in the three Russian ports within the gulf of Finland. The Czar, it is said, sent orders to his fleet in the Black Sea, as well as the Baltic, not to seek a collision, but not to avoid one, so that Sir Charles Napier and his French coadjutor will not have much trouble in looking for the enemy. As far as all human calculation goes, the Emperor in thus acting is only exposing his navy to certain and inevitable destruction, a destruction the more ruinous on his part, because he cannot, like England and France, repair the disaster by fresh supplies. All his sailors are conscripts, have to be educated to the duties which they perform, which is the labour of years; for Russia, unlike France and England, more especially the latter, has no supply of seamen belonging to the merchant marine who can be drafted at pleasure into the royal fleet. Destruction in such a case means more than the word usually implies; it is the impossibility of renewing the thing destroyed, except under circumstances which all but nullify its use.

If we look to the probable issue of the struggle by land, still greater obstacles and difficulties must embarrass his troops, and that they will be driven ingloriously across the Pruth by the combined forces of Turkey, England, and France, is not so much a matter of conjecture as of certainty. Prince Paskewitch, a feeble tottering old man, more than 70 years of age, is the instrument selected to command the Russian army on the Danube, and the leading morning journal utters no more than a truism when it says that he is not the man "to extricate the Russian army from the great difficulty in which it is placed, with an enemy in strong positions behind, a great river all along its front, and the probability that it will shortly be menaced on both flanks by an European army composed of the best troops in the world." It is said to be sweet and glorious to die for one's country, a species of amusement which the Russian Emperor is evidently chalking out for a large number of his subjects.

NEW GOODS.

Just received from London and Manchester, a large assortment of **LADIES DRESSES**, consisting of Madras Robes, Crape Cloth, Coburg and Lustrés. Cloth and Tweed Cloakings, and a variety of other Dry Goods. Furs and ready made Cloathing.

From Paris a sample of Chevalier Clausen's patent seamless Petticoate.

Also a variety of Hardware, Cutlery, and Groceries.

At the lowest Cash prices, by

Chatham, November 12, 1854.

R. HOCKEN.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, MARCH 25, 1854.

TERMS.—New subscribers Twelve Shillings and Six Pence, per annum, in all cases in advance. Old subscribers 12s. 6d. in advance, or 17s. 6d. at the end of the year. We prefer the advance price, and as it effects a large saving, we hope soon to see all our subscribers avail themselves of it.

V. B. PALMER, the American Newspaper Agent, is the only authorised Agent for this paper, in the Cities of Boston, New York and Philadelphia, and is duly empowered to take advertisements and subscriptions at the same rates as required by us. His receipts will be regarded as payments. His Offices are:—

BOSTON.—Seollay's Building.

NEW YORK.—Tribune Building.

PHILADELPHIA.—N. W. Cor. Third & Chestnut Streets.

THE FISHERIES.

We would call the attention of our readers to the able letter of our Correspondent Mercator, on the Fisheries. He has from time to time, ably portrayed the source of wealth these Fisheries are to the Colonies, and fearlessly advocated the claims they have on the home government for protection. His remarks relative to the bungling manner in which Colonial affairs are conducted by the officials in Downing Street, are unfortunately too true, and will we acquiesce in by all men of intelligence. We are inclined to think, however, it proceeds more from the want of a judicious system, than from a desire on the part of Colonial Secretaries to do us justice.

LEGISLATIVE PROCEEDINGS.

We have devoted considerable space to-day, to Legislative matters. From the New Brunswick we have taken a brief report of the debate on the Revenue Bill, which remains unchanged for another year. From the report published under the auspices of the house, we have copied the greater part of the debate which took place on Mr Kerr's motion for an investigation into the mileage paid to members.

Our readers will remember we called their attention to this subject last spring, and pointed out the fraudulent manner in which certain members pocketed the revenues of the Province.

Mr Kerr's resolution was a very proper one, and for introducing it he deserves, and will receive, the thanks of the public. It rose quite a storm, and the members in their ire bestowed on it many names such as "cheese parings," "small potatoes," &c., but not one of them designated the act—what it really is—a cheat, a fraud, by which they acquired that to which they had no shadow of right.

We refer our readers to the debate for the opinions of their representatives, and we have no doubt some of them will be speedily called on to render an account for the very peculiar views they entertain on this, as well as on other subjects. Members, generally, expressed their regret that this question was brought up, because its discussion might lead to the opinion being entertained abroad, that they were not as honest as they should be. The regret in our opinion is, that there was an occasion for the resolution being brought under their notice by the member from this County.

It will be seen by an extract in another page, that the Committee on Accounts are progressing in their labour, and that discrepancies of a very serious nature, have been discovered therein. We shall wait with some anxiety, the report of the Committee.

It will be seen by our Correspondent's Letter, that £54,000 have been voted for the road service—a large sum, which should effect a great improvement throughout the Province.

It will be seen by the annexed article copied from the Morning News, what little confidence is to be placed in the remarks of members relative to the feelings and wishes of their constituents.

"MIS-REPRESENTATIVES.—There is great excitement in King's County, in consequence of Mr McLeod's remarks, which appeared in a recent number of our paper, to the effect that King's County was opposed to Municipal Institutions. So far from being the case, an intelligent person from Norto, informs us that the people from King's are determi-

ned to have the County incorporated; and that this would have been accomplished long ago, if the question had been left to the majority to decide it. We had too good an opinion of the intelligence and respectability of Kings to believe in Mr McLeod's statement. Then as regards the opinions of another Mis-Representative—viz: Mr Porter of Charlotte! See how our contemporary of the St. Andrews Standard contradicts his stories. After quoting from Mr Porter's speech, the Standard remarks—

"Indeed Mr Porter—a majority of your constituents wishes are foolish. Who told you Sir the people of Charlotte do not want Municipal Corporations—certainly, not many of your former supporters in St. Stephen, St. David, St. Patrick, St. George, or St. Andrews, whose names are attached to the Requisition. What will these gentlemen think of your characterizing them as the idle and restless spirits that hang about the shire towns—It must have been an after dinner speech, and that you, Sir, do not intend offering again for this County, or you would not insult them in the above gratuitous language."

"There can be no doubt, that Municipal Corporations if wisely and prudently managed, cannot fail to prove a boon to the people who have the power of self government entrusted to them. In fact it has become a necessity of the age, and must sooner or later be adopted. This county is bound to have them."

"The object of those men who talk against the principle, is too transparent for the people to be humbugged by them. They well know that their political power is pretty well curtailed where Municipalities are established. Instead of being the only thinking men in the County, others will soon begin to think as well as themselves, under Municipal Corporations."

"O Mr McLeod! Since writing the above remarks, we observe the Grand Jury Presentment for King's County, published in the Courier. The following is the concluding paragraph:

"The Jury would also take this opportunity to express, as their decided conviction, that the adoption of Municipal Corporations would tend to the more satisfactory management of the County business."

OLIVER HALLET.

Grand Jury Room, March 7, 1854."

THE TIMBER TRADE.

The following is copied from Wilmer and Smith's European Times. It will be seen by it, that a very serious fall in the price of Spruce Deals has taken place. It would be well for parties here to be prepared for a further decline in all descriptions of Lumber, which we are inclined to think will result from the large stocks now on hand in the British market.

"The arrivals from British N. America into the docks of the Mersey, containing timber, during the month, are 25 vessels, 16 345 tons; for the corresponding period last year, 5 vessels, 4230 tons arrived. The consumption during the month of Timber and Deals has been of an average character, and the closing prices of last month have been maintained, and in some instances advanced upon for square timber; Spruce Deals have been rather lowered in the market, owing to an unlooked for sale of a large quantity in the yard, by a large dealing house, at a very great reduction on the former value, and at considerable less than the import cost; and this at a time when they were much lower in price than the commonest Pine Timber, and with all the advantage of sawing, carriage, and measure, in their favour."

THE SEASON.

On Saturday last we had a fearful snow storm, the most severe, by far, experienced during the season. The roads in all directions, were blocked up. The Southern mail due on Sunday did not reach Chatham until Monday night, the Fredericton mail which should have been here at noon, on Saturday, did not arrive until Tuesday at mid-day; and the Northern mail was far beyond its time. Since then, the mails both north and south, have arrived within a few hours of their time. If there be one class of men more than another, who deserve the sympathy of the community, it is the Stage Drivers. What, between the intense cold and the heavy storms they have had to encounter during the present winter, their duties have been extremely arduous.

It is snowing heavily this morning.

THE FLOUR MARKET.

It is truly pleasing to read in the American prints, the reports of the large stock of all kinds of Breadstuffs but more particularly of Flour, that is in the market, ready for shipment. The latest accounts from Britain state that a large stock is on hand, and that the high price is sustained by the operation of speculators. When spring opens the canals and rivers in the United States and Canada, the price must fall. In St. John we perceive considerable reduction has already taken place. Canada superfine is quoted at 42s. 6d. to 43s. 9d. per barrel, and superfine city ground at 21s. per bag; corn meal 25s. to 26s. 3d. per barrel, and city ground at 11s. 6d. per bag. The price of flour here is \$9.

The following paragraph is taken from the St. John Observer.

"THE STAFF OF LIFE.—It is gratifying to find, from American papers, that the stock of bread-stuffs now on hand in the U. S., is unusually large for the time of year; that grana-

ries, stores and barns are everywhere, in the producing districts, crammed to repletion; and the owners eagerly looking for the opening of canal and river navigation, that they may transport their surplus stocks to market. Added to this cheering fact, we find from the leading English papers, that even with an imminently looming European war in view, price of flour and grain are declining in Great Britain; the heavy stocks imported rendering holders anxious to sell, to avoid loss by longer keeping on hand.

"It is palpable, therefore, that the price of the staff of life has of late been unnecessarily forced up to an unnatural excess; that American speculators have calculated upon a state of the market, which facts would not justify; and that while, by such means, consumers have been compelled to pay exorbitantly for the first necessary of life, stocks have accumulated till in danger of spoiling on the hands of the holders; and it is now discovered, that the supply is amply abundant for all the demands that can be expected. We may therefore naturally look for a re-action; the vast quantities of grain and flour that will shortly come into the market, must necessarily bring down prices to a reasonable level."

RAILWAY MOVEMENTS.

It will be seen by the annexed paragraph, copied from the Morning News, that our contemporary, and very justly too, is not at all satisfied with the manner in which Railways are progressing in this Province—if the word progress can be applied at all, to a work that has nearly remained stationary for the last twelve months. After such speechifying in the Assembly, the frequent meetings of Directors in the "Bank Parlour," and the celebrated "Railway Demonstration," which cost the citizens of the "commercial city" of this Province some thousands in hard cash, and the interminable "Leaders" which have from time to time appeared in the city papers, relative to the intentions of Messrs. Jackson & Co., we do not wonder that our contemporary is getting crusty at the snail like pace of the contractors. We trust friend Fenety will redeem his promise, and stir them up. All here are anxious to have this road completed, as we are sadly in want of some ready means of transit with our neighbours, on the other side of the Province. The inconvenience to us is great, but the loss to them is much greater.

"We observe in the New York Railway Journal, an advertisement from Mr Rose of St. John, calling for tenders to build the branch line between Shediac and the Bend—to be handed in early next month. Since it has come to this, the only practical way of building Railroads, we are much surprised that tenders are not also invited for other portions of the road as well! Indeed, we cannot understand why the whole line from St. John to the Bend should not be put under immediate contract! It is true a number of men have been employed upon the road—about five miles out—this winter; but that is not exactly the thing. We shall expect to see several hundred men so engaged, on the opening of clear weather. If not, we shall begin to enquire why this procrastination, when we know that the road will pay well when finished. One half the line is a dead level, and may be built next summer with the greatest ease. We want to see the work going on near St. John, vigorously. Let us have something to look at."

The annexed Letter from Mr Jackson, bearing date the 3d March, to the Lieutenant Governor of Nova Scotia, was laid before the Assembly of that Province.

"We therefore feel it due to the Province of Nova Scotia to say, we do not see our way to prosecute the Works for some time to come, and also that we have no right to keep up any expectation in the Province of our doing so immediately, but rather to help to the best of our power any party who may feel inclined to enter at once upon the enterprise; and to accomplish this we are willing to place at their disposal our Plans and Est. mates, on being reimbursed simply the money out of pocket; and we have also authority to state that Mr Beatty would be willing to render his aid if he could be of use."

BOWSER'S HOTEL.

ARRIVALS DURING THE PAST WEEK.

March 20.—John McAlister, Bathurst.
21.—W. Newton, Gaspé; A. C. Desbrisay, Dalhousie; Henry Gould, do.
22.—W. Taylor, Esq., Caranquet; John Tucker, Esq., Lloyd's Inspector of New Ships for New Brunswick; St. John; Captain H. Lambell, Dalhousie; Captain James Smith, do; John Watterson, Bathurst.
23.—John Kelly, St. John; Peter Hughes, do; John Galagher, do; James Young, Esq., Tracadie; William Moody, Halifax; Harvey Manderson, Quebec.

PROVINCIAL APPOINTMENT.

DAVID CROCKER to be Commissioner, to enter into Contracts for the erection of a Bridge over Taxes River, near Boies Town.