

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, JUNE 3, 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.—Scollay's Building.
NEW YORK.—Tribune Building.
PHILADELPHIA.—N. W. Cor. Third & Chestnut Streets.

THE RAILROAD.

A short time ago it was announced that a number of Americans had taken contracts on the line between Shediac and the Bend, and had brought on a number of men and horses. A gentleman just from the Bend informs us, that the contractors on visiting the country, became very much dissatisfied and "cleared out" in a body. They have, however, since returned.

The slow progress which Mr Jackson is making in our Railways is creating considerable dissatisfaction. The Morning News remarks:

"This end of the line is not under water, but it is in *statu quo*, which is about as bad. The season is gliding on rapidly. Where is Mr Giles? Can any one tell? Has he left England yet? The road is to be built to Hampton this season, is it? In a few weeks we think we shall be able to bet that Halifax will have a locomotive running before St. John. O, Mr Jackson! Where's Mr Giles? Has Mr Stephenson returned from Egypt yet? Next week we intend to advertise for tenders for the supply of a thousand boxes of steel pens and a couple of barrels of ink, preparatory to entering the *Black Sea* against the Russians."

WANTS OF THE COUNTRY.

THE want of Mechanics, Laborers, &c., still continues to be severely felt in Miramichi.—There is ample room for a large number of hands, and good wages. It will be seen by the annexed paragraph, copied from the Saint John News, that a similar want exists in that city:

"Perhaps there never was a time in the history of this City, when our Merchants, Artizans and Laborers, were so actively employed as they are this spring. It is impossible to get Carpenters, Masons, or Painters, to attend other orders than those they have already in hands; and the same may be said with reference to other branches of business. In fact, there is too much business done for the number of hands to do it. St. John at this moment has work enough for five thousand more workmen, if they could be had. We know of parties who cannot get jobs of work done, for love or money. If this state of things continues, our population will double itself in less than ten years, and the suburbs be brought into the City."

ANOTHER LAUNCH.

LAUNCHED on Saturday morning last, from the Yard of Messrs. Harley & Burchill, at Beaubair's Island, a beautiful ship named the "Ocean Bride," of the burthen of 920 tons, O. M. and 961 tons, N. M. Mr Harley is so well known as a shipbuilder for more than a quarter of a century, that the Ocean Bride requires no encomium—suffice it to say, that her beautiful lines well please the most fastidious eye, while her great strength will enable her to bear up bravely against the storms and waves of old ocean.

She is to be commanded by Captain Duncan McIntyre, late of the bark Pollok.

In noticing the launch of the ship *Athleta*, from Johnson & Mackie's yard, last week, we omitted to state that she had been surveyed by Mr Tucker, Lloyd's Surveyor in this Province. We are happy to learn, that this gentleman was extremely well pleased with the vessel, and gives her a certificate for seven years Classification.

From her model and appearance, it is expected that the *Athleta* will sail as fast as any before built in this part of the Province. She has been draughted and built under the

superintendence of Mr Irving, who draughted and built the ship *Lincluden Castle*, which ship, made the rapid passage to Britain last year.

NEW MODE BENDING TIMBER.

WE would call the attention of our ship-builders to the following interesting article relative to a new mode of Bending Timber, which we copy from the New Brunswicker.

NEW MODE OF BENDING TIMBER.—Not long since, a patent was taken out in the United States for a new mode of bending timber into any required curve, by Mr. Thomas Blanchard, an ingenious mechanic of Boston; and a company has been formed in New York for working this patent, which in its operation bids fair to have an important bearing upon ship-building in this and other countries.

The leading feature in Mr. Blanchard's invention is the application of "end pressure" to timber of any size while being bent to any curve or angle that may be desired. The wood to be bent is steamed about half an hour for each inch of thickness, and put into the machine warm and moist; a mould gives the required curve while the pressure is being applied at both ends. As it takes its bent shape, the inner fibres of the wood are impacted without destroying the tissues, and its density is increased on the inside of the curve. It is stated by the inventor that timber thus bent is much stronger, and will bear greater pressure, than that which has a natural curve.—By a modification of the moulds, great diversity of shape, even to a double curve, can be given; and the immense variety of purposes to which this invention can be applied, will at once suggest themselves to the mind.

The New York company have selected a site for their works, easy of access by land or water, at Green Point, Long Island, of sufficient extent to furnish ample scope for the manufacture not only of ship timber in all its endless variety of forms, but for the conversion of wood of every kind into the required forms for the manufacture of furniture. The company became very soon aware that a machine for bending timber for the frames of vessels must be adjustable into all the variety of Geometrical forms found in the transverse sections of vessels, scarcely less numerous than the forms of the human face. This machine has been happily produced, and may be regarded as the most valuable acquisition ever yet offered to the ship-yard, bringing those parts of the work that are the most laborious, and which have been regarded as the drudgery of ship-building within a pale of science.

So soon as one of their machines was in operation, the New York company called the attention of the United States Government to the advantages offered by the introduction of this wonderful invention to the mechanical world, not only as regarded the commercial marine of the country, but also as regarded its navy. In answer to the company's communication, the Bureau of Yards and Docks at Washington sent Mr James Jarvis (the Government inspector of timber at the Gosport Navy Yard), to New York, to examine the feasibility of what the company proposed to do. Mr Jarvis accordingly visited the company's works, and there saw all sorts of timber bent by Blanchard's process; and he then addressed the following letter to the President of the Company:—

"Sir:—I have, by direction of government, witnessed the process of bending timber invented by Mr Blanchard, and its results astonish and delight me.

"The bending is effected by 'end pressure' while the turning process is going on, and every imaginable curve can be obtained by employing its proper model.

"I could not possibly conceive how such results could be obtained, until I saw the patentee and inventor make the experiment, which he did quickly and successfully, employing various specimens of wood, from the weak ash to the hard locust and live oak.

"All who witnessed the experiment were convinced that pieces of timber for ship-building can be made to any mould, to any curve, and to any level. The thick pieces of black walnut which I saw in the Trinity Building, (the office of the Ship Timber Bending Company,) is of itself sufficient to produce conviction—it being bent in the form of an ellipsis; but when I looked at the two curved timbers (fat-tocks) in the new steamer now building on Long Island, I felt proud for our country. The great benefit which we must obtain from the use of Mr. Blanchard's patent is out of the power of any one to conceive. All the curved timber, and most of the straight ship-timber, on the Atlantic border, is fast disappearing. Already we have to go far west for our ship timber, and have to search through vast and boundless woods to obtain crooked pieces; but we need do so no longer. And all timber is rendered equally serviceable by being bent under this new process.

"All ship timbers, at present, have cross-grained pieces for their futtocks, which are very deficient in strength along the bilge, more so than in any other part, for no other part requires so much curve. This can now be obviated. I have no doubt that when the large works for bending timber come into operation, that the whole frame of a ship, except, perhaps, the floor timbers, will be bent to moulds as perfectly as if cut; while certainly a greater strength can be obtained for the vessel.

"A new era in ship-building seems at hand. How delighted the shipwright will be to get clear of the necessity of searching for crooked pieces of timber! There need be no longer any breaking of butts 'in the frame,' as we have been wont to break them.—We shall see numbers one, two and three futtocks, at least, all in one piece. All ship-builders in this and foreign countries will be compelled, in self-defence, and for the benefit of mankind, to purchase the patentee's right. The insurance premiums on ships must decline, for no merchant will have a ship built of cross-grained timber, when a beautiful prepared curve can be obtained from straight, sound trees.

"All kinds of timber have natural crooks from age or injury, therefore timber naturally crooked is of the weakest kind.

"The capillary tubes of the timber which is bent are forced into a new figure; but this change is of no consequence, as these tubes are of use only when the tree is growing. The process used in bending timber is extremely easy, and not a bit of timber is flattered or spread by the pressure. The leading principle of the process consists in the end pressure, compressing and turning at the same time, destroying the capillary tubes by forcing them into each other.

"The navy and merchant marine will be so much benefited by the use of this invention, that we shall no longer miss the loss of our forests of white oak; for we can now bend young trees (not waiting their growth) into curves, which, when obtained so much

across the grain, diminish the strength at least 75 per cent.

"Our cabinet makers will be able to get all the curved pieces without compassing the pieces cross-grained, as hitherto done.

"I shall write to Commandore Joseph Smith, the Chief of the Bureau of Yards and Docks, and describe what I have witnessed. I have been an inspector and Measurer of Timber in the Navy Yard for upwards of forty years, but no invention so important as the one under consideration has ever come to my knowledge in reference to the improvements in ship-building."

(Signed) JAMES JARVIS,

Timber Inspector and Measurer, United States Navy Yard, Gosport, October 11, 1853.

To J. W. GRIFFITHS, Esq.,

President of the Ship Timber Bending Company.

Subsequently Mr Jarvis addressed a more formal report on the subject to the Chief of the Bureau of Yards and Docks at Washington, in which the advantages of the new process are fully detailed for the information of the American Government.

We now understand that Mr Blanchard has taken out a patent in this Province for his important invention, through M. H. Perley, Esq., and that an Act of Assembly was obtained at the last session of the Legislature, incorporating himself and his associates by the title of the 'British American Timber Bending Company.' This Company will shortly be organized and go into business in this Province, a bending machine to be set up in this city being now in course of construction at New York.

Unless we are greatly mistaken, this invention is calculated to exercise a material influence over the progress and extent of ship-building in this Province, which already feels the difficulty of procuring an adequate supply of curved timber, except at extravagant and almost unreasonable prices. The process will also be found of great advantage to wheelwrights, cabinet-makers, chair-makers and all others that require curved wood in the course of their business.

LORD ELGIN'S VISIT TO WASHINGTON.

WE are indebted to the New Brunswicker, for the following piece of intelligence, respecting the visit of the Governor General to Washington. The people on this side of the Province are every day becoming more alive to the importance of the Fisheries, and are therefore desirous of ascertaining the result of the long-pending negotiations relative to the Trade and Fisheries. We hope some satisfactory arrangement will be entered into, but we cannot see any equivalent our neighbours has to bestow on us for this valuable natural privilege:

"On Wednesday last, Lord Elgin and the Colonial gentleman who accompanied him to Washington, had an interview with Mr Marcy, Secretary of State, on matters connected with reciprocal trade and the fisheries. It appears that more favorable terms than those stipulated in the American *projet* of treaty have been demanded by Lord Elgin on behalf of these Colonies, and Mr Marcy has given assurance that further concession will be made.

"Our latest intelligence from Washington is to the effect that such terms as may be proffered by the United States will be submitted by Lord Elgin to a convention of delegates from the several North American Provinces, which will meet at an early day.

"Besides the duty of attending to the settlement of this reciprocity treaty, it is believed that Lord Elgin has special authority to offer the mediation of Her Majesty's Government between the United States and Spain, with reference to the case of the "Black Warrior," and other difficulties which have occurred between the two nations. His Lordship's mission is, therefore, that of the peace-maker, and every well-thinking person must wish him success."

THE ELECTION.

WE have been handed the annexed articles for publication. We are glad to find our neighbours in Napan taking such a lively interest in Election matters, but regret they have not succeeded in persuading the man of their choice, to come forward. Do our neighbours intend to rest satisfied with this refusal, and fall back on the old members, or do they intend to make choice of another individual. The day of nomination is near at hand, if they purpose doing anything, no time should be lost.

To Richard Hutcheson, Esq.

Sir,—We, the undersigned, Freeholders of Napan, on perusal of last Gleaner, have seen with deep regret, your refusal to comply with the prayer of the Requisition addressed to you by so large and influential a portion of the Freeholders of this County.

"That your reasons for non compliance assigned in your reply thereto, are "such as must satisfy the most fastidious," we cannot concur with the Editor of the Gleaner. With regard to the first, your want of time, we submit whether your own interests and those of the extensive Mercantile House with which you are connected, might not be as well served by devoting a few months of it in the capacity of a Legislator as in any other manner; as for the second, "your want of ability to discharge those duties satisfactorily," we conceive, if such were the case, your other duties would be "less onerous."

Although we cannot pretend to the same influence and standing in the community as those who have already waited upon by requisition, we yet fell our interests more closely identified with the prosperity of the Province, inasmuch, as we are almost exclusively engaged in the culture of its soil, and could not have it without making considerable sacrifices. Trusting that you will yet see it your duty to comply with what we believe to be the unanimous wish

of the County, and allow yourself to be put in nomination as a Candidate at the approaching Election, we pledge ourselves to give you our united support.

Miramichi, 1st June, 1854.

Messrs Francis McKnight, George Johnston, and fifty other Freeholders on the Banks of Napan,

Gentlemen,—I am sorry I had not the pleasure of seeing the deputation who did me the honor to call with your very flattering Requisition, in order that I might have given further reasons than those already advanced, for my non-compliance to the former Requisition, to allow myself to be put in nomination as a Candidate at the approaching election; and had my mind not been fully made up as to the course to adopt, I should now have been compelled to yield a reluctant assent, coming as this does from a community proverbial for its moral worth and industry in fact such, as constitute the very bone and sinew of every thriving country. But Gentlemen, however desirous I may be to serve your (not forgetting my own) interests, it is impossible to devote a third or fourth of my already engrossed time, to the many and varied duties such a situation necessarily imposes, and I am sure you will believe me when I tell you, that I could not think of filling an office and neglecting the duties thereof. Gentlemen, in the exercise of your privileges as Electors, I trust you will sift the Candidates as wheat, so that neither *Bulls' Eye* nor *Yellow Top* appear in the sample you send to the next Exhibition at Head Quarters. Your interests and mine are so blended and identified with the growth and prosperity of the county, that we cannot help feeling for each other, and be assured, that we must rely more upon our own exertions for security and advancement than on any or all of our Representatives.

On the 14th of the month, we shall be afforded an opportunity of witnessing a good deal of steam blowing off, hearing what those who seek our suffrages have to promise us—"Free Trade," by giving every body every thing they want, and "Protection," such as the present Tariff gives you, as Agriculturists. Gentlemen, I have no confidence in such promises, and judging from the course pursued by the majority of those who are sent, (permitted to go) to protect the interests of the country, it appears that the first object is self-aggrandisement, and once secured, the Constituency fare as did the poor captive in the Egyptian prison—"yet the chief Butler remembered not Joseph but forgot him."

Gentlemen, I feel convinced that my compliance with the "wishes of the people" would involve such a sacrifice of the private interests of the concern I represent, that you would not insist on my doing so, did you understand my position. I shall, however, not be forgetful of your interests in whatever way I can be of service. I am much better contented to remain at home, with the good wishes of the people, than at the present time constitute one of the forty-one receipts of fifteen shillings per day, exclusive of mileage, or as some one has perhaps more properly designated them "Ala Baha and the forty Thieves."

I cordially thank you Gentlemen, for this additional mark of your confidence and approbation, and have only to add my regret that I cannot now do as you require me.

I am, Gentlemen, Yours, truly and sincerely,
RICHARD HUTCHESON.

PUBLIC FAST.

IN accordance with the Proclamation of His Excellency, Wednesday last was observed as a holiday. Divine service was performed in all our places of worship; the stores were closed, and no work carried on in our ship-yards, mills, &c.

NEW WORKS.

To the attention of Mr E. G. Fuller, of the American Book Store at Halifax, we are indebted for a file of the Scientific American, a work which should be in the hands of every mechanic. It can be seen at our office.

To the same gentlemen we are indebted for copies of the following works.

Gody's Ladies Book, for May, a periodical expressly got up for the information of females, which abounds in much that is amusing and instructive.

The Westminster Review, for April, one of the leading British Quarterlies.

Woman and her Master, a masterly production, from the pen of J. F. Smith, Esq., and published by Garrett & Co., of New York.

All these works can be seen at our office.

BOWSER'S HOTEL.

ARRIVALS DURING THE PAST WEEK.

May 26—Joseph Read, Esq., Bathurst; James Power, do; William Walsh, do; Charles Mitchell, State of Maine; George N. Thomson, do.

29—John E. O'Brien, Esthurst; Charles Mechen, do; James Hodnet, do.

June 1—Hon James Davidson, Oak Point; Rev. J. Mooney, Shediac; Mr and Mrs James Smith, St. John.

3—D. L. McLaughlan, Esq, Bathurst; A. J. Smith, do; Samuel Gammon, do; Mrs Robertson St. John; Edward Fixon, do.

NEW PAPER.—By the mail we obtained the first number of the "United Empire," published at Fredericton, by Mr Thomas Hill, formerly Editor of the Loyalist.

DEATHS.

At Chatham, on the 28th May, MATILDA CAMPBELL, wife of Mr John Sutherland, and daughter of Mr Gavin Kerr, of New Bandon, aged 28 years, leaving a husband and three children to mourn their loss.

At Chatham, on the 29th May, GRACE, second daughter of Donald McDonald, Esq., aged 14 years and 8 months.