

We shook hands with him once more, and turned to go. As he stood leaning on the organ, seeming to look after us, it struck me that there was something he had wished to say and left unsaid. I lingered, and turned back.

"Can I—can I do anything more for you?" I said, hesitatingly.

A transient flush gleamed across his pale countenance.

"I should like," he faltered—"I should like, if—if you will let me, to pass my hand once over your face."

I bent towards him, and the trembling touch glided rapidly along my cheek and brow.

"Thanks," he murmured—"thanks. Now I have your portrait. Go, child—go, and all good fortune go with you."—The Ladder of Life.

Editor's Department.

MIRAMICHI :

CHATHAM, SATURDAY, JULY 11, 1857.

TERMS.—New Subscribers Twelve Shillings and Six Pence, per annum, in all cases in advance. Old Subscribers 12s. 6d. in advance, or 15s. 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. To Clubs of five and upwards, to one address, Ten Shillings a year in advance.

This paper is filed, and may be seen free of charge, at Holloway's Pills and Ointment Establishment, 244 Strand, London, where Advertisements and Subscriptions will be received for this Periodical.

CENTRAL BANK AGENCY, CHATHAM.

Discount days TUESDAYS and FRIDAYS, Hours for business from 10 to 3 o'clock. Notes for Discount to be lodged at the Bank before 3 o'clock, on the day immediately preceding the discount day.

SAVINGS' BANK.

Deposited July 6, 1857, £408 4 5
Withdrawn, including interest, £334 16 1
July 7.

WEEKLY CALENDAR.

Moon Last Qr. 14th 8h 34m P.M. HIGH WATER.		
12 S.	5th Sunday after Trinity	9h 5 9h 27
13 M.		9 49 10 11
14 T.	Bastille destroyed 1789	10 36 10 59
15 W.		11 25 11 53
16 Th.		— 0 22
17 F.	Sir John Carr died 1832	0 57 1 29
18 S.		2 4 2 42

The above Tides having been calculated with regard to the moon's horizontal parallax and angular distance from the sun, will be found to be correct, due allowance being made at times for high winds and freshets. For Richibucto, subtract, 2h30m—Bathurst, 2h45m—Dalhousie, 2h50m from the above.

LEGISLATIVE PROCEEDINGS.

ONCE more we have been called upon to record the proceedings of an extra Session.—The collective wisdom of this portion of the British Empire have met—transacted such business as imperatively demanded their attention, and dispersed to their respective homes.—The Session was short, the Government being desirous, we presume, to detain Hon. Members at this busy season no longer than was absolutely necessary. It may not be uninteresting to our readers to briefly review some of the most prominent topics which engaged the attention of the House. The Speech of His Excellency at the opening was necessarily meagre; the Government—as we anticipated—not being prepared to submit any measures at present, in fact, were it not that the granting of the supplies for the public service, the revival of the School Act, &c., &c., demanded immediate attention, it would have been almost useless to call the House together before the usual time. There was considerable discussion upon the Budget, which however, was finally passed. The Disqualification Bill, or Gilbert's Purge, as we presume it will hereafter be called, was again brought forward; also a resolution was introduced to make the office of Post Master General, non-political—this is a move in the right direction—but why not go a little further and abolish it altogether. The Deputy Postmaster General is a man who has held his present position for a great length of time, and consequently must be well acquainted with the workings of our Postal System, to place a man over him who probably has never been employed in a Post Office for one hour during his whole life, is absurd; the Province is called upon to pay £600 per annum, to enable a gentleman to write Post Master General of New Brunswick after his name—rather an

expensive amusement—decidedly more ornamental than useful; but this is not the only expense, there is the establishment to be kept up at Fredericton, with clerks, &c., which costs the Province as much as the salary of the Post Master General. In the present state of our Financial affairs, it becomes necessary to use economy—retrenchment must be the order of the day—and those who conduct public affairs on wise and economical principles, may rely upon being sustained by the people.

In regard to Railways, some Hon. Members expressed their opinion, that taking into consideration the state of the Revenue, it would be advisable to stop all Railway proceedings at present. Railways with us seem destined to prove a perfect ignis fatuus, ever alluring us on, but always evading our grasp; this, that, and the other scheme has been in turn proposed and debated; surveys ordered to be made, and gentlemen sent to England to obtain the funds necessary to carry on the work; operations have been commenced, and it is then confidently predicted that by a specified time a certain portion of Railway will be built and open for traffic,—when lo! the time rolls round and we are just as far from the attainment of our wishes as ever. This Province, when compared with Nova Scotia, presents an aspect anything but encouraging; there, with a lower Tariff than ours, the Financial state of the Province is sound, Railways rapidly progressing, and the country in a thriving condition,—why this should be the case, we leave to be explained by some abler pen than ours.—Proceed we with our remarks touching the Railway: The Branches from Fredericton to Woodstock, and from Shediac to Miramichi have been lopped off after hanging like Mohomet's coffin between heaven and earth, tickling our fancies with the good time coming, when the snort of the iron horse would be heard resounding through Miramichi, and echoing far away in the distant forest, where once nought was heard but the tread of the Indian warrior, and the howl of the wild beast, and those great improvements that were to follow in its wake, the busy hum of voices which we fancied would be heard coming up from workshop, factory and counting house, giving unmistakable signs of prosperity, are all destined to be as baseless as the fabric of a vision; plod we on in the good old mail coach; galloping at snail space towards prosperity; the 2½ per cent. will, of course, remain to gently remind us, perhaps, at some distant day we may have those branches.

A warm discussion arose upon the proposition to refund to the St. John Water Company the duty they had paid upon their Water Pipes. This proposition was supported by the Government, and opposed by Messrs. Sutton, Kerr, Mitchell, End, Botsford, and others. On what grounds the Company base their claim we are not aware, but it appears to us a dangerous precedent to establish; if the pipes of the St. John Water Company are exempt from duty, why should not the pipes of the Chatham Gas Light Company be also exempt; if you grant the privilege to one, how are you going to deny it to the other. We regret that the claim was allowed, especially as the Treasury Chest is not precisely full to the brim.

We understand that Captain Orlebar, of Her Majesty's surveying brig the Gulnare having reported that there was a new channel over the bar of sufficient water to admit the egress of large vessels, it would involve a heavy expense to attempt to deepen the water; and as owners of vessels frequently incur large liabilities owing to the difficulty in reaching the bar at the proper time to avail themselves of the high tides, Mr Mitchell moved, that the interest of the money voted to deepen the channel, should be expended in inducing some person to place a Tug Boat on the river. If this were done, it would be of great service to the shipping that may resort here. The motion met with some opposition, as it unfortunately happens all matters do, involving an expenditure of money where the Northern Counties are concerned. The matter was finally left with the Government to take such action upon it as they may see necessary. It is anticipated they will grant us, for 3 or 4 years, £300 as a bounty towards inducing a person to put on such a vessel. We have confidence in them that they will do us justice, and expend the money as proposed.

The other matters brought before the Assembly not being particularly important, we will pass over. We trust that during the recess the Government will be able to mature their plans, and at the next Session distinctly define their policy in regard to Railways, Education, the Elective Franchise, and such other matters as they may deem requisite for the welfare and prosperity of the country.

Mr Mitchell brought in the annexed important Bill. In 1837 the former Editor of this Paper got into a snarl with the Assembly, which resulted in his being incarcerated in the gaol at Fredericton for five or six weeks, for advocating the principles propounded in this Bill.—We are of opinion it is a decided improvement on the present mode of disposing of Timber Berths, &c., and as it will be a great boon to the operative, we trust it will ultimately meet with the sanction of the Legislature. No action was taken on it, but it was ordered to be printed for the information of the public. We would recommend that the efforts of the framer and mover of the bill be supported by petition at the approaching session of the Legislature.

A BILL To afford greater facilities for obtaining Licences to cut and carry away Lumber from off Crown Lands.

Whereas the provisions of Section 6, Chapter 5, Title III, of the Revised Statutes, "Of the Territorial and Casual Revenue," do not afford those facilities to parties engaged in cutting and getting out Lumber from Crown Lands in this Province, to which they are entitled;

Be it therefore enacted by the Lieutenant Governor, Legislative Council, and Assembly, as follows:—

1. That so much of Section 6, Chapter 5, Title III, of the Revised Statutes, as relates to Sale of Lumber by Public Auction, be and the same is hereby repealed.

2. That the Governor in Council shall appoint a day in the month of June in each year, to receive applications for permission to cut and haul Lumber from Crown Lands in the several Counties of the Province; that if only one application is received during that day for any piece of ground, the person or persons so applying shall, on complying with such conditions and rules, and paying such mileage as is hereinafter provided to be made and fixed by the Governor in Council, receive a Licence for the same for said purpose; provided always, that no such Licence shall issue for a longer period than one year, and shall in all cases terminate on the first day of May following the date of its issue; that after the day so to be named in the month of June in each year for receiving applications, the first applicant shall, without Public Auction receive a Licence therefore, provided there is no other applicant for the same ground the same day.

3. Whenever it shall occur that two or more persons apply for the same piece of ground or Berth on the same day, a day shall be fixed for the sale thereof by Public Auction, and due notice thereof be given, and the same shall be sold in the Shire Town of the County where such Land may be situated, by such person as the Governor in Council may from time to time appoint for that purpose, and the highest bidder therefore shall be the purchaser.

4. That in all cases when applications shall be made for such Lumber ground or Berth, or any party or parties become the purchaser thereof at Public Auction as hereinbefore provided, he or they shall at the time of such application or purchase, pay such sum or sums as Mileage of Duty for the same, as the Governor in Council may from time to time direct by their Rules and Regulations to be made as hereinafter provided.

5. That in all cases where Licences are granted for a Timber Berth or Berths, or Grounds, the Licencee, or some one under his authority, shall within three months after such Licence shall have been issued, commence and carry on bona fide actual lumbering operations on the same, and in case of default in this particular, such Berth or Berths, or Grounds, shall be open to fresh application.

6. The Governor in Council are hereby authorized to make such Rules and Regulations as may be necessary for carrying out the provisions of this Act, and from time to time may make such alterations therein as they may deem necessary.

7. That this Act shall not come into operation until the first day of May next, and shall continue in force and operation until the first day of May, one thousand eight hundred and sixty-two.

Since the above was penned, Mr Mitchell has handed us the accompanying interesting documents, which we publish with much satisfaction:

GULNARE, Miramichi River, June 2, 1857.

SIR,—I have the honour to inform your Excellency that I have just completed the necessary Survey and Examination of the Miramichi Horse Shoe Bar and its alleged obstructions, and have to Report as follows:—

In the first instance having erected stations and taken angles I prepared a plan on the enlarged scale of four inches to the mile, and care-

fully sounded the Bar, reducing the same to low water ordinary spring tides. This examination I compared with our survey, completed twenty years ago, and found that in both a more direct channel passing to the northward of the Lump could be obtained with deeper water by two feet than in the present one used by the Pilots, in which they deflect to the South on the line of two beacons erected on Fox Island.

Secondly—Being joined by Mr Vernon Smith of the Board of Works, on Monday last, and this morning by Mr Angus M'Eachern, Pilot, I returned with them and again sounded this channel, as well as the one now used by the Pilots, and found still a difference of two feet in favour of the new channel. Mr Smith at the same time ascertained, at different positions, that the bottom was of loose sand and gravel. In the afternoon we ran the "Gulnare" through the channel with the same result, showing that by this new channel there is as much water as can be carried across the flats between the Horse Shoe and Oak Point.

Thirdly—that I therefore recommend strongly that two additional Buoys be placed, one red, on the north side of the channel where shoalest, which is where the West Point of Fox Island is in line with the point of trees called Jean Obert's Point, and another white, on the South side of the channel close to the Lump. The right placing of these Buoys would be best effected by Mr Angus M'Eachern, who was with me and knows the marks for the channel and is an intelligent, conscientious and faithful Pilot.

But I do not recommend any dredging for the further deepening of the channel because from the nature of the bottom which is loose sand and gravel I cannot think it would be of any permanent benefit.

I will do myself the honour of transmitting for your Excellency's inspection a trace of the channels referred to in this report, and also a trace of the changes lately taken place in the outer Bar, and which I have hopes will be engraved and published by the Admiralty.

I have, &c.,
(Signed) JOHN ORLEBAR,
Commander, Surveying Gulf of St. Lawrence, S. E. Coast of Nova Scotia, S. E. Coast Cape Breton, &c.

His Excellency, J. H. T. MANNES SUTTON,
Lieutenant Governor, New Brunswick.

Fredericton, June 5, 1857.
To the Chief Commissioner of the Board of Works,

SIR,—According to your instructions of the 28th May, I proceeded to Chatham on Friday, the 29th ult., and on Saturday met Captain Orlebar, of Her Majesty's Surveying Vessel, "Gulnare." After conferring with him on the best means of ascertaining the information required, and examining the Charts of the Miramichi River, made upwards of twenty years ago by Captain Bayfield, and recently verified by Captain Orlebar, we arranged to proceed together to the Horse Shoe Bar on Monday, and in the meantime I procured such simple boring Tools as would enable me to ascertain the nature and material of the formation, and the probability of credging or blasting operations if necessary to be made, being permanent. On Tuesday morning we were met by one of the Branch Pilots on the station (Angus M'Eachern) and while he and Captain Orlebar explored a new channel across the Shoal, which had been discovered by the latter whilst verifying Captain Bayfield's soundings, I ascertained the nature of the bottom in six different places across the Bar, to a depth of 20 feet at low water. For this purpose Captain Orlebar kindly lent me the large Surveying boat belonging to the Gulnare and a crew of 8 men; and though the weather was rather too rough and stormy, yet the borings were made with sufficient accuracy to determine all that was necessary.

The Miramichi River is funnel shaped from Chatham downwards, for about 30 miles, being nearly 3-4 of a mile wide at Chatham, and at least 15 miles across the Horse-Shoe, 25 miles below Chatham; immediately below the Shoal, two large Islands, Fox and Portage, contract the main Channel to less than three miles; and across the Channel, and apparently connecting the two islands, the Horse Shoe shoal has been formed, with its concave side towards the Sea, and its convex edge some distance up the River. Outside of these islands, and some three miles below the Horse Shoe, the Bar of the River extends across the Channel, probably 12 or 14 miles long, and totally unconnected with either the Islands or the Shoal in question. The Horse Shoe Bar is therefore of a different description altogether from the ordinary Bars found at the mouth of all tidal Rivers, and which at the Miramichi has in places only 5 feet of water upon it, whilst the Horse Shoe, except in one or two points or lumps referred to hereafter, has never less than 15 feet. Five out of the six borings gave a packed yellow or greyish sand, of different degrees of fineness, precisely such as would have been occasioned by the disintegration of the Sand Stone Rocks, which line the River from the Mouth of the Bartibogue upwards. The sixth trial was hard and more of the nature of gravel, and was near to one of the peculiar lumps alluded to before, and on which at low water, there is only 10 feet, none of the shoal is however too hard for dredging, and as the edge of the shoal is now standing at an angle of about 1 in 8, or 1 in 10, it is to be presumed that as far as the water of which it is composed is concerned, if it were dredged out to any depth, and left at a sufficient angle, the work would remain uninjured by the action of the waves or tidal