

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, AUGUST 29, 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 August 3, 1857, £714 12 9
Withdrawn, including interest,
August 4, £210 7 2

WEEKLY CALENDAR.

Full Moon 4th 0h 45m A.M. HIGH WATER.

30 S.	12th Sunday after Trinity	0h 24	1h 8
31 M.		1 54	2 37
1 T.	SEPTEMBER. Gloucester	3 20	3 58
2 W.	[Circuit]	4 26	4 51
3 Th.		5 13	5 34
4 F.		5 55	6 12
5 S.	Malta taken, 1800	6 30	6 41

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.

STEAM MERCANTILE MARINE.

THE rapidity with which commercial steamships multiply, is most astonishing. We learn by an official report recently published, that there are owned in London alone, 514 steamers which comprise a tonnage of 236,402, and a power equal to 60,273 horses. Liverpool is next, and owns 184 vessels, of 87,613 tons; Glasgow is not far behind, as her Merchants own 142 vessels, comprising 86,842 tons; Hull, 61, comprising 20,715 tons; Newcastle, 93, of 12,106 tons; Leith 44, of 11,495 tons; Dublin 45, of 10,789 tons; and Shields, a tonnage of 6,839, but the vessels are small, and employed on the rivers. Bristol, that set the example, and made the first successful trip by Steamers across the Atlantic, owns 36 vessels, of 6,146 tons; Dundee, 7 Steamers, of 2,469 tons.

By this report it appears that Southampton has the largest business of sending off, and receiving the fleet of steamships employed by the Government in transmitting the mails, particularly to Foreign Countries. Sixty-six vessels, comprising a tonnage of about 91,699 tons, make nine departures, and the same number of arrivals monthly, at that port. The annual amount paid by the Government for these vessels, is three millions and a-half of dollars.

It is very generally believed that the large contracts for conveying the mails will cease as the present arrangements terminate. This opinion is formed from the large fleet of steamers now afloat, and the improvements that have taken place in the screw propeller. The present contracts all terminate at six or twelve months notice except the Australian, the India, the China, West Africa, South Africa, North-American, West-Indian, and Brazilian, which end in 1862.

The Report of the Committee of the House of Commons in 1853, states, that there is a loss of £325,000 per annum, comparing the receipts with the expenditure. The Committee here remarks:

"Although this circumstance shows the necessity for a careful revision of the service, and although we believe that much may be done to make that service self-supporting, we do not consider that the money thus expended is to be regarded, even from a fiscal point of view, as a national loss."

Since the time the Committee made this report, great and important events have transpired. The Russian war has been begun and ended, and the fleet of commercial steamers has increased over forty per cent. It appears that nearly half of the ocean steamers that call in at Southampton are Foreign vessels. Collins sends from New York to Liverpool, nearly half as many steamers as the Cunard line. The Canadian Government has recently made a contract for \$120,000 a year, to run a line of first-class steamers from Liverpool to the St. Lawrence in summer, and Portland, United States, in winter.

Since the termination of the Russian war, an immense number of large class steamers have been seeking employment. An idea may be formed of this from the circumstance that in 1853 the British steamers trading to the Baltic ports numbered 26, and made 79 voyages; in 1856 there were 136 steamers in the same trade, and they made in the season 334 voyages.

Steam is now entering the field of competition in certain descriptions of traffic, which a few years ago was never thought of. The coal trade—foreign and domestic—is now being carried on to a very large extent, in Steam Colliers, which yield a large profit without increasing the rate of freights. The Chairman of the London Coal Exchange recently, launched a steamer, which is to be employed in the coal trade between the Tyne and London. She will carry 1,500 tons coal, besides fuel for the trip; and her owner expects she will do the work of twenty sailing vessels, of 300 each, without half the outlay of capital, or one fourth the expense for the victualling and wages of men. Screw Colliers have been employed in the trade over two years, and they are rapidly increasing, both in number and tonnage. By a new method, a vessel of the size of the one we have speaking of, can be unloaded and take in a cargo in one day. The ballast used is water, pumped into tanks by the steamer's engines.

Last year a screw steamer was launched for the deep sea fishing off the coast of Scotland, and a few months ago a steam whaler was despatched to the Arctic sea. With steamers to chase the whales, with harpoon-guns to strike them, and electric batteries to kill them, the old sailing vessel, taking two or three years to fill her up with oil and bone, will have to be laid up, as they will have no chance in the trade.

Late information from Britain informs us that a large number of steamers have been chartered by the Government and East India Company, to convey troops to India.

It is estimated that the number of steamers in the mail service of Britain amount to 600. With a naval force of 271 war steamers, a mercantile marine of 1,669 steamboats and ships, besides the fleet of vessels engaged in conveying the mails; with steam transports, steam-colliers, steam fishing vessels, and steam whalers, the supremacy of the mother country on the ocean cannot be wondered at.

The Himalaya, owned by the government, and employed as a transport, was built by the Peninsular and Oriental Navigation Company. She is 5,000 tons burthen, and cost in her construction £132,060. During the late war, she transported from Malta to Varna in one trip, 3,000 men and 800 horses.

The Great Eastern, which it is expected will be launched this fall, will add 20,000 tons to the already large fleet of steamers.

The French Government has lately made a contract, allowing a subsidy of fourteen million francs for twenty-six ocean mail steamers, of the largest class, to run to the United States, South America, the African coast, and the West Indies. The Russian Commercial Steam Company, are making great efforts to monopolize the carrying trade in the Black Sea. Holland, Hamburg, Portugal, Belgium and Sardina, are making strenuous efforts to connect their principal seaports with North and South America, by steam vessels.

This article has been compiled principally from a late number of the New York Herald, and it will give our readers a good idea of the rapid progress that has been made in the steam marine of the old world.

COUNTY RESTIGOUCHE.

OUR Correspondent writing us from Dalhousie under date of August 25, furnishes the following:—

"We are a queer set up here. We are not very unlike a famous gray mare which required the frequent admonition of the spur to keep her straight; or like the pious churchman who liked dissenters, not through any superabundance of love in him, or of any amiability in them, but, said he, 'because they keep me up to the mark.' But spurs and dissenters seem alike to be lost on us. For now and again under the application of the spur, we do whisk, and frisk, and skip about, with some other signs of animation, and sometimes the zeal of the dissenter may awaken for a little a corresponding glow in ourselves; but no sooner has the spur been withdrawn, and the dissenter gone, like soldiers' letters—elsewhere—than we relapse into our old jog-trot, and quietly compose our consciences to sleep again. Bathurst, some few years ago, applied the spurs to our lazy sides, and gently admonished us of our duty to extend the Telegraph to Dalhousie. But we have not taken the hint, and it really looks at this moment, as if all the world were to have the telegraph but our noble (?) selves. The columns of the last Gleaner tell us that the Atlantic cable had safely reached Valentia, and that the expedition had sailed; and who can read this cheering news, side by side with the intelligence that other monsters of the deep are busy embarking and carrying our 'death defying blades' to rebellious India and barbarous China, without reflecting (by way of parenthesis) on the favourable contrast presented by the peaceful mission of the one fleet, with the murderous, however necessary, intent of the other? Yes, New York and London will have telegraphic intercourse before Bathurst and Dalhousie: How is this, men of Restigouche? Surely not because you don't know, or don't appreciate the value of the wonder of the age. Surely your Meetings and Resolutions two or three years ago would point to a different conclusion. Or have all those Meetings and Resolutions been but hollow blasts of wind? Or

"Like the snow falls in the river,
One moment seen, then lost for ever?"

"Every one that knows Restigouche, knows well that, physically, it is exposed to heavy gusts of wind; but if we go on this way long, ill-natured cynics will soon maintain that it is equally flutulent in a moral sense. The knowing ones tell us that there is a sort of constant reciprocity business going on between our physical and moral nature; and who knows but this singular feature in our character may be traced to some peculiarity in our diet, or other cognate cause. Oysters, you know, can't be eaten in any month without the R, and on something of the same principle we should recommend that no public meeting be called in Restigouche on any important matter, till the season of lamb and green peas is passed."

COUNTY GLOUCESTER.

OUR Correspondent at Bathurst, under date of August 28, furnishes the following items of news:

"Launched from the Building-Yard of Mr Samuel Millar, on the 23rd inst., a prettily modelled, and well constructed Brigantine, called the 'Jane,' of about 100 tons register. This is the first vessel built at this yard, and the first modelled by the master-workman, Mr William Gammon. It speaks well for his skill, and it is to be hoped will be followed by many more, of greater pretensions.

"All description of crops continue to promise abundantly, if we except the potatoes. This valuable crop shows a partial blight in a few situations. Hopes are entertained that it will not be general.

"As if to make amends for the short catch of Codfish since the storm of the 23rd July last, which paralyzed the operations of the surviving Fishermen in the lower Parishes, Providence has supplied an abundance of Herring. The second night after they appeared in Caraque last week, one thousand barrels were caught and cured in fine order.

"A Public Meeting is to be held on Friday, 28th, at the Court House, Bathurst, to devise means to relieve the destitution of those families who lost their providers in the storm of the 23rd July last.

"General Cushman and his Secretary, the U. S. Fishing treaty Commissioner, passed through Bathurst last week, to visit Restigouche, returned and left for Miramichi yesterday. His object was, it would appear, to determine the mouths of the Nepisiguit and the Restigouche. The British Commissioner has not yet made his appearance—nor the Umpire?

"The loss of life in the storm of the 23rd ult., out of Gloucester, is now ascertained to be as follows:

Single men and youths,	34
Married men,	26
Total,	60
Leaving Widows,	27
Orphans,	71
Total,	98

UNITED STATES.

Mrs Cunningham's "Bogus Baby" (as the New York papers style it) is on exhibition at the Museum in that city, and attracting large audiences. It is reported to be dressed in the embroidered robes furnished by Mrs C.

MONCTON AND SHEDIAK RAILWAY.

THE Westmorland Times and the St. John papers, contain long accounts of the demonstration made by the inhabitants living in the vicinity of this Railway, on its formal opening for traffic on Wednesday, the 20th instant. As the day was extremely fine, there was a great gathering on the occasion from St. John and the places around. We congratulate the inhabitants of the Province on the final accomplishment of this great and long-desired object—the connecting together by a rapid communication the waters of the Bay of Fundy with the Gulf of St. Lawrence, the benefits of which will be speedily appreciated. We have not room today to give any particulars, but it is likely we shall refer to it next week.

LIVERPOOL TIMBER TRADE.

THE Circulars by the mail are to the 13th instant. The intelligence they furnish is not very cheering or satisfactory, as will be seen below:

"The large importation of wood, which we noticed in our last as conducing to depreciate the value of the article, while it also has a tendency to circumscribe the market, by inducing a belief among consumers that they can without difficulty suit themselves as to present requirements, and incur no risk of disappointment in the event of any contingency, still continues unabated. The arrivals have not only been in excess of immediate demand, but they have actually outstripped in abundance the superfluity of preceding years. This will be readily understood from the statement that at this date last year 103 vessels, with an aggregate registered tonnage of 82,740 tons had arrived from British North America, wood laden, which was not under the supplies required for the anticipated demand; while this year, with a demand by no means increased, we have now had 147 vessels, of an aggregate tonnage of 103,157 tons brought into port. The preceding statement is sufficient evidence of over import, and also for displaying its effect upon the market, which continues low."—A. F. & D. MacKay's Timber Circular.

"The supply of Wood in the past fortnight has been upon a more moderate scale than previously; still our table shows a considerable increase upon the tonnage employed in the two previous years, the aggregate from British America being 101,738 tons, against 83,247 tons in 1856, and 97,597 tons in 1855. A large number of ships are now due. The consumption is large, but has not kept pace with the importation, consequently stocks which were large previous to the new supplies have been increased; the only hope of better prices is the fact that importers are suffering heavy losses, and this may probably affect the operations of shippers later in the year, and cause diminished supplies. The depression we have had to notice for some months back continues unabated, and at no period of the year have sales been more difficult to effect than during the present week."—Farnworth and Jardine's Timber Circular.

EUROPEAN NEWS.

THE arrival of several steamers at New York, and the Mail steamer America, at Halifax, on the morning of Wednesday last, has put us in possession of dates to the 15th instant. We have devoted considerable space to extracts.

We are sorry to perceive that the laying down of the Atlantic Cable has had an inauspicious commencement. The papers report.

"Atlantic Telegraphic Cable is broken, and operations for the present suspended. British Steamer Cyclops had returned to Valentia with Mr Field, and that gentleman immediately telegraphed to the agent of the Associated Press, at Liverpool, and repaired to London to confer with Directors on future movements, and telegraphed as follows:

"LONDON, Saturday morning.

"Her Majesty's Steamer Leopard arrived at Portsmouth, Friday evening, August 14th, and reports that Atlantic Cable was lost at 1-4 before 4 o'clock, on Tuesday morning, 11th inst., after having paid out successfully 335 nautical miles of Cable and lost 100 miles of it in water over 2 miles in depth, and greater part of this at the rate of rather more than 5 knots per hour; at time accident occurred there was heavy swell. Niagara was going at rate of 4 knots per hour, and as engineer found that Cable was running out in too great a proportion to speed of ship, he considered it necessary to direct the breaks to be applied more firmly, when unfortunately the Cable parted at some distance from stern of ship. The Agamemnon, Niagara, and Susquehanna, are to remain short time where Cable parted, to try some experiments in deep water, that part of the Atlantic 2,009 fathoms, which it is considered will be of great value to the Telegraphic Company, and then all will go to Plymouth, England.

"The Cyclops was sent back with despatches to Valentia, and then to join the Leopard at Portsmouth; although this unfortunate accident will postpone the completion of this great undertaking for a short time, the result of experiment has been to convince all that took part in it of the entire practicability of enter-