

would not be undertaken by the Province without aid, and unless to connect with Inter-Colonial Railways. Still Nova Scotia is not insensible to the position she occupies on the foreground of British America. For Inter-Colonial and Imperial purposes, she is willing to make sacrifices which commercial considerations alone would not justify. She will construct a Road which, but for these considerations, she would not venture upon, if Great Britain will enable her to do so; she asks no contribution, though she believes the Imperial Government might well give it. What she does ask is, that her bonds for the expenditure from Halifax to the New Brunswick border, shall be guaranteed by the British Government, and the Province be thus enabled to borrow upon the most favourable conditions, the amount she requires; and she will engage to construct and to maintain, and work the Road throughout that distance, on the account, and at the risk of the Province.

(To be continued.)

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, JULY 10, 1858.

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 7th June, 1858, £258 5 0
Withdrawn, including interest, June 8, 1858, 548 18 1

WEEKLY CALENDAR.

Moon First Qr. 17th, 4h 16m, P. M. HIGH WATER.
11 S. 6th Sunday after Trinity. 5h 49 6h 17
12 M. Erasmus died 1536. 6 45 7 11
13 T. 7 38 8 0
14 W. Bastille destroyed 1789. 8 25 8 47
15 Th. 9 9 9 32
16 F. 9 54 10 16
17 S. (Sir John Carr died 1832. 10 36 10 58)

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, 2h 30m—Bathurst, 2h 45m—Dalhousie, 2h 50m from the above.

AGRICULTURAL.

Our Agricultural readers would glean a good deal of useful information and many valuable hints, by perusing carefully the synopsis of Mr. Barbare's Lecture which we bring to a close to-day, on the Restigouche Agricultural Society.

No person can travel through that fine farming district, without being struck with the superior breed of all kinds of domestic animals possessed by the inhabitants, for the introduction of which they are mainly indebted to the Agricultural Society of the County, and to the indefatigable and persevering exertions of its Secretary, Dugald Stewart, Esq. There are other things which will be brought to his notice—the richness of the soil, indicated (if proof were wanted) by the growth of crops of all kinds—the extent of land under cultivation—the comfortable dwellings of the farmers—the spacious barns, and the aspect of the country generally. All that the Agriculturalists want in Restigouche and Gloucester to make them independent, (we may say rich) is a Market, and this they will obtain in a short time by Steamers calling at their principal ports and conveying their produce to Miramichi or St. John, via the Railroad, there to be consumed or re-shipped, as circumstances may determine.

CHINA.

The news from China indicates that little or no satisfaction has been obtained from the Emperor of China, and there appears but little hopes that any will be received until his august majesty feels at home—in his capital—a more potent argument than negotiation,

such as was experienced at Canton. This, it appears, is the determination arrived at by the British High Commissioner, Lord Elgin, which we gather from the following language in answer to an address presented to him by the British Merchants and residents of Shanghai, in which congratulations are offered for the successful accomplishment of the operations at Canton, and the hope expressed that the blow thus struck may finally subdue the hostile spirit so long evinced by the Cantonese. The noble Lord in reply remarks:

"In my communications with the functionaries of the Chinese Government, I have been guided by two simple rules of action. I have never preferred a demand which I did not believe to be both moderate and just, and from a demand so preferred I have never receded. These principles dictated the policy which resulted in the capture and occupation of Canton; the same principles will be followed by me with the same determination to their results if it should be necessary to repeat the experiment in the vicinity of the capital of the Emperor of China."

His Lordship concludes his answer as follows. It would be a source of great satisfaction to the civilised portion of the world if the desires expressed were fully realized:

"When the barriers which prevent free access to the interior of the country shall have been removed, the Christian civilisation of the West will find itself face to face, not with barbarism, but with an ancient civilisation in many respects effete and imperfect, but in others not without claims to our sympathy and respect. In the rivalry which will then ensue Christian civilisation will have to win its way among a sceptical and ingenious people by making it manifest that a faith which reaches to heaven furnishes better guarantees for public and private morality than one which does not rise above the earth. At the same time, the machine-facturing West will be in presence of a population the most universally and laboriously manufacturing of any on the earth. It can achieve victories in the contest in which it will have to engage, only by proving that physical knowledge and mechanical skill applied to the arts of production are more than a match for the most persevering efforts of unscientific industry."

In answer to a question put the British Minister in the House of Commons—"What was to be done with Commissioner Yeh?" Mr Fitzgerald said—"he did not think the hon. gentleman would have the opportunity of seeing him in Britain."

CANADA.

THE people of Canada are making preparations for the election of Members for the Legislative Council. Mr Caley has moved that a Supply be granted to Her Majesty. In doing so he gave a sketch of the financial state of the Province, and intimated that he intended to propose a change in the Tariff, and to increase the duties on strong beer and spirituous liquors.

The following rich and spicy article on public men and public affairs, is taken from a Letter addressed to the celebrated William Lyon Mackenzie to his constituents.

"I have been desirous of seeing a remonstrance made to the House of Commons, that it might be referred to as evidence that Canadians had protested against organized fraud, but I find that both parties in Assembly look cool upon such a measure, and blow away lustily about responsible government and representation by numbers, which no one from Lower Canada ever votes for, while Upper Canada men carry personally profitable jobs by French votes, and turn up their noses, McMicken fashion, at the very name of equity and justice.

"From the jobbing cashier of the too notorious Suspension Bridge and Zimmerman Banks this was perhaps to be expected; but the two Camerons, goodly Isaac, Pope, Benjamin, Burton, Holmes of Huron, Tom Daly, brother Angus of Simcoe, the modern Maebeth, poor John A. Talbot, Sydney Smith, collector Simpson, Ottawa Scott, Carleton Powell, Russell Fellows, Father Playfair, the Carling, and fat old Robson, keep McMicken in countenance.

"Public offices are as common in the market, for vendue, as fish at Billingsgate. Toronto city borrows and squanders by the million; small offenders pass through Gurnett's grist mill into Allen's penitentiary, while scoundrels of larger calibre keep their chariots and livery servants. Rob Roy's red reavers had at least the merit of disdaining hypocrisy; like other bands of robbers, they broke no trust.

"We had a grand debate in Assembly last Monday, on a proposition of Foley's to make an example of one of John A.'s men from Welland, who bought the sheriff of Norfolk out for \$22,000; but crime was sustained triumphantly, and the advice of Skeffington Connor, patriot and doctor of laws, paraded in justification. In all England's history I cannot find one instance where a High Sheriff sold his office for gain. It is quite common in Canada, however, and heavy fees are authorised to make places worth the purchasing."

The new Jury Bill of Canada provides that:

"Every editor, reporter and printer of any public newspaper or journal, actually engaged in such employment or occupation, shall be exempt from, though not disqualified for, service on the juries. This is as it should be."

The state of trade throughout the Province, is reported to be very dull. In the large towns many persons are out of employment. The report of the crops is favorable.

The Toronto Leader furnishes its readers with the following brief sketch of the Finances of the Province, as laid before the Assembly by the Inspector General.

"The estimates of the revenue and expenditure of the present year have been looked forward to by many persons with gloomy forebodings. These forebodings have been dispelled by the lucid statement of the Inspector General on Friday evening. Without any augmentation of the tariff, the ordinary revenue, it is estimated, will cover the ordinary expenditure of the year. The deficit which will be required to be provided for will be on account of interest payable on the railroad loans, amounting to about £260,000. Of this amount, only £62,000 is to be raised by a resort to taxation. The remainder is to be made up, by a sum of £40,000 over due to the Government for timber dues, and by anticipating, in the first instance, and ultimately by the collection of debts due to the Province on account of public lands. By collecting, during the year, one-third of the amount due on Crown lands—which is altogether, \$2,000,000—enough with the £120,000 to be raised from other sources, will be realized to cover the whole deficiency created by the aid which the Province has rendered to railroad enterprises. This is probably the easiest plan that could be devised for getting us over a period of financial pressure."

THE SLAVE TRADE.

THE following striking passage occurs in a speech made by the Earl of Malmesbury in the House of Lords on the subject of the Slave Trade, on the 18th of June. It was in reply to some remarks made by the Bishop of Oxford in presenting a Petition from the inhabitants of the Island of Jamaica, complaining that the treaties existing between Great Britain and Spain, in respect to the suppression of the trade in Slaves, had not been complied with by the latter power, by which they (the petitioners) were greatly injured. The noble Earl, after condemning Spain for the treacherous part she had acted, remarked:—

"Not long ago he endeavoured to obtain from all civilised countries some agreement, by which British officers might know exactly how far they could go in cases of strong suspicion, and be protected by the agreement. He was anticipated by the French government, which laid down this law—that in time of peace no French ship should be detained, or searched, or boarded, but that certain forms should be gone through without detaining the vessel, which, to a certain degree, though to a small degree, might enable the nationality of the ship to be ascertained, and her right to the flag she carried. He had no reason to conceal what he had done since recent events. He had admitted the international law as laid down by the American Minister for Foreign Affairs, though not, of course, without being fortified by the opinions of the law officers of the Crown; but having admitted that, he had put it as strongly as possible to the American government, that when it was once known that the American flag covered the cargo, every pirate and slaver on the face of the sea would carry the American flag, and that, instead of the honour of the country being vindicated, that very fact must bring dishonour on the American nation if an obstinate adherence to its present declarations were persisted in, and the American flag would be prostituted to the worst purposes. He had urged that it was necessary in these civilised times that there should be, if not a right by international law, some agreement among the Maritime States as to how far their officers might go to verify the nationality of vessels and the legality of their flags. He earnestly hoped, from the language he had used and from conversations he had had with the American Minister in this country, and also from perusing the able paper drawn up by General Cass on this point, that a change of this kind might be agreed upon with the United States, so that, by instructions given to naval officers, the flag of the country might be verified without the risk of offence. Of course their lordships would not require him to go more into detail as to the great practical difficulties in the way of the suppression of the slave trade; but he thought a mistake had been committed in sending our squadron to the Cuban waters, instead of keeping it on the African coast. He was told that at the beginning of the Russian war the slave trade was very nearly extinguished, but during that war a great portion of the squadron was withdrawn from the coast of Africa and the slave trade made great progress. It had always been the policy of this and other European States, to support Spain in defending the island of Cuba against any hostile invasion, but he did not hesitate to say in his place in parliament, that if Spain continued to show such an utter want of principle and such base ingratitude to this

country, indifference would be exchanged for animosity, and instead of taking her part we should leave her to suffer whatever consequences might ensue."

The following was in reply to a question put to the Earl by Lord Brougham:

"The statement of his noble and learned friend as to what had taken place on the coast of Liberia was very nearly accurate. It appeared that a French ship was laden with a number of Africans who were called emigrants, but were to be no more than slaves. They were shackled and manacled, and when the captain was gone on shore they rose and killed every Frenchman on board, except one. An English vessel having heard of the disaster chased the slaver, and she immediately gave herself up, the persons on board expressing the greatest joy and pleasure at falling in with an English ship. The French Captain, who had been following in his boat, took possession of her, as far as the command went. The French officer on the station claimed the ship and took her out of the Liberian port. It appeared, as a matter of law, that we were not justified in taking this slaver in Liberian waters without an order issued by the Liberian government, so that the quarrel as it now stood was between the Liberian and French governments, and her Majesty's government would have nothing to say in the matter. He believed that was a correct account of what had been done. He believed the state of the law was as he had described, and her Majesty's present government, as her Majesty's late government, were using every opportunity to protest to the French government against a line of conduct which, though it affected to be a system of emigration, could only be called, in the language of truth, the renewal of the slave trade."

INVASION OF ENGLAND.

LATE British papers inform us that a copy of the annexed article has been printed in Circular form and extensively circulated in Britain.

Invasion invited by the defenceless state of England.—The bulk of our veteran soldiers is already in India. This day's paper informs us that "25,000 men, including four cavalry regiments, are to be sent out without an hour's delay."

2. Of the few regiments of militia that have been enrolled, many are already disbanded.

3. The late first Lord of the Admiralty stated in Parliament, that to forty-two English steam line of battle ships, built and building, the French had forty built and building.

4. The French fleet is of recent and excellent build.

5. The English government made known their intention to have, this summer, a channel steam fleet. The two ships, Marlborough and Renown, put into commission for this purpose several months back, are only now obtaining their full crews. So complete is the failure to get sailors.

6. The French, by their "Inscription Maritime," called out 70,000 sailors some weeks ago.

7. Those sailors are said to be generally armed with revolvers—collected by one of those energetic efforts which point to a special purpose.

8. The French army consists of not less than 400,000 men, some say 600,000 men, and an addition of 42,000 is now taking place.

9. A part of the French army now in Algiers has, within these few days, been summoned home. Any force can be carried from the interior by the new railway to Cherbourg, which is just completed, (a month before the time specified.) A considerable army is in the old camp at Boulogne.

10. Cherbourg is now a fortress of the first order, both on the sea and land sides, and has basins so built that troops can at once walk from the quay on board a ship of the first magnitude.

11. Thus, by her well laid plans, France is now mistress of the channel.

12. The distance from Cherbourg to Portland, with its new, but undefended harbor, is about seventy miles; that is an affair of some ten hours. The distance from Boulogne to the open beach of Pevensey bay is but fifty miles.

13. The same fleet may land one army after another.

14. On the present state of feeling in the French army towards England not a word need be said.

15. The Emperor is one who does not speak, but acts.

16. What then is to be done?

17. England performs a sacred duty in sending out large reinforcements to India, to support her brave soldiers in that country. But their place must be at once filled by a general embodiment of the militia, and by raising all other available forces.

18. Above all, an efficient fleet must at once be equipped.

19. Sailors are also wanted, and that because the market price is not offered. Let the price at once be paid, and the shores of England be again protected.

20. Let the country be at once aroused to a sense of the imminent danger, which cannot be warded off by any but the most strenuous and immediate exertions.