

STEAMER IN THE GULF.

THE Lady Head arrived here on the evening of Tuesday last. She remained at Chatham all night and early in the morning proceeded to Newcastle, where she landed some freight. After doing so, she steamed down the river on her voyage. The Captain has been punctual to time this trip, and we hope in all her future voyages this will be attended to. The St. John Morning News in speaking of this vessel remarks:

"The second trip of the steamer Lady Head from Quebec to the various ports on the North Shore, appears to have been more satisfactorily performed than was the experimental one; yet it is apparent that, notwithstanding the energy of her owners and the desire of the Canadian Government to have communication by steam with this Province and Nova Scotia, some other arrangements must be made to make this communication useful. In the first place the Lady Head is not just suited for the route chosen for her. She is an iron screw steamer, 150 horse power, draws considerable water, but cannot carry a very large cargo, and her passenger accommodations are limited. Now, the Lady Head is advertised to run from Quebec to Gaspé, Paspébiac, Dalhousie, Bathurst, Miramichi, Shediac and Pictou, N. S.; touching at any other of the Gulf ports for which sufficient freight may offer; and to be fitted for the purposes of commerce, she should be of such light draught as would permit her to enter almost any of the harbours along the coast from Cape Rozier to Shediac or Pictou, and at the same time be capable of carrying at least 1,000 barrels. In the next place, one trip a fortnight is not near sufficient to answer the requirements of the trade; and this is so apparent to the people of Quebec that they are beginning to agitate a consort for the Lady Head, and the papers express a hope that the Government will not rest satisfied with doing things by halves. The Miramichi Gleaner suggests that our Government should put on a steamer to ply between Shediac and Dalhousie, there to meet one employed by the Canadian Government, and by this means much time would be saved. The suggestion is a good one, and will we hope meet with a fair consideration at the hands of our Provincial authorities. We must confess it is rather humiliating to New Brunswick to be depending on the exertions of the Canadians for steam communication between its North Shore ports, as the enterprise is one legitimately ours, and is of much more importance and interest to us: and no pains ought to be spared on the part of this Province to have and maintain a line of its own, as suggested above, running in connection with a Canadian line. Were the trips made regularly, the mails might be carried in this way; and did the steamers touch at Pictou, as the Lady Head does at present, the Nova Scotia Government and our own could pay a very handsome amount for conveyance of Mails. This would be of no small service at first in helping to pay the expenses: eventually the boat could do without any such assistance. With increased railway facilities, Shediac occupies a similar position to Windsor; and every one knows how useless one boat a fortnight would be for the requirements of the Halifax and Windsor Road. If two trips a week are necessary, let us have them; if that at present cannot be done, let us have one; but a trip every fortnight is only a stage coach way of doing business."

THE ATLANTIC CABLE.

The Halifax papers report a telegram received from Trinity Bay, July 6, a. m., which reports that it was blowing very heavily from the north-east, with rain, and that there was no tidings of the telegraph ships. The Sun says:—

"The steamers which have arrived from Europe report heavy weather for ten days previous to the 30th ult., and as the Cable was not to be spliced until the weather was perfectly calm, and the barometer indicated an upward tendency, the presumption is that the submersion was not commenced as early as is generally supposed, and we may probably not hear accounts for ten days to come."

"In this instance, it would appear, that no news is good news, as, from the delay, those best qualified to judge, in this city, are hopeful of success."

The Morning Journal thus alludes to the same subject.

"Although no tidings have yet reached this side of the Atlantic touching the Telegraph Squadron, and for which the whole Continent of America is at present on the tip-toe of expectation, there need be no serious apprehensions entertained that all is not well with the Submarine Cable. When it is remembered that the 'Agamemnon' left Plymouth to proceed under canvas alone to mid-ocean, and that every subsequent steamship making the western passage has encountered a succession of westerly winds, in the case of the 'Arabia' amounting to a severe south-west gale, it is surely not unreasonable to suppose that the passage of that ship particularly has been protracted beyond the usual period. Let us not then give up the hope that old Terra Nova will sooner or later flash with the joyful intelligence across the broad content of America that the great event, not only of the nineteenth century but of modern times, has been accomplished, speedily followed by that Heaven borne message emanating from our Gracious Queen to the President of the United States—'Peace on Earth, good will to man.' So mote it be."

INSPECTION OF FISH.

THE following article which we copy from the St. John Morning News of Wednesday last, is well worthy the serious attention of all persons on our shores who are engaged in the Fisheries. No pains should be spared to obtain a fair name for our fish; every barrel should be branded; and any deception practiced should be severely punished. It is in this way all the celebrated fisheries in Britain, have procured, and maintain their character throughout Europe.

"The necessity of a proper and efficient inspection of fish put up in our city for the American market, is every day becoming more apparent; and unless this is done and inspectors of fish perform their duties with diligence, the credit, and consequently the value of New Brunswick fish must materially diminish. During the past Spring immense quantities of Alewives have been shipped to Boston by parties in Carleton who purchase the fish as fast as taken by the fishermen, and a ready sale has been had for them. A barrel of Alewives when ready for market should weigh 200 lbs.; but it appears that either through the carelessness or negligence of the Inspectors, numbers of barrels have been exported varying from 30 lbs., downwards less than the proper weight. This, of course, attracted the attention of American purchasers, and they notified the fact to the parties concerned here. A meeting of the fishermen took place and two of the number were sent to Boston to inquire into and report upon the matter, and to arrange with the purchasers. The prompt action of the fishermen will no doubt have good effect. At the same time it is to be hoped that if there are efficient laws for the inspection of fish, inspectors will perform their duty honestly and faithfully as upon them the credit of our fisheries depend. We have been told that it is a common practice of parties to go to an Inspector, borrow his stamping iron, and affix his name to a lot of barrels of fish that he never saw, and thus send it to the market. If this is correct it shows a very loose state of affairs, and one that the sooner remedied the better. As the matter affects our mercantile interests it is a fit subject for consideration by the Chamber of Commerce."

THE BRITISH REVIEWS, &C.
AMERICAN REPRINTS.

THE American Publishers, Messrs. Leonard Scott & Co, well-known throughout this continent as the Republishers of Blackwood and the Four Reviews of Great Britain, have published an Address to the Press of the United States and the Colonies, in justification of themselves, from which we take the following extract:

"We have, for a long time been paying to the British Publishers of the Reviews and Blackwood more than \$3000 a year out of our profits. Instead of being 'Literary Pirates,' as we are sometimes called, we absolutely, and confessedly, pay to some of those Publishers more than they make on their own editions; and we do this not from compulsion, but from policy and a sense of justice. Now while the Press of this Country are almost unanimously in favor of an equitable International Copyright law, which shall afford due protection to Authors wherever their works are read, will they not give us credit for practically carrying out the principles of such a law? And will they not, at the same time, discriminate between our claims to public patronage and the claims of those Publishers who make up Magazines by selections from the pages of our own and other foreign periodicals, without rendering the slightest return therefor, either to the foreign publishers or to us? We have, till now, maintained entire silence as to these competing publications, but not content with appropriating without pay, matter which, in justice and in accordance with the courtesies of the trade, belongs exclusively to us, their proprietors have, of late, taken to drawing invidious comparisons between their publications and ours, both as to matter and price, calling direct attention, by name, to the works we republish, and claiming to give in their works, only the 'Cream of British Literature,' 'winnowing the wheat from the chaff,' &c., &c. Such unprovoked and ungenerous attacks upon our interests by men who were already censurable for wrongfully appropriating what was virtually our own, have induced us to place the subject before you in its true light. As to the 'cream' and the 'wheat' it may be a question with readers, whether they will have others decide for them what articles are entitled to these appellations, and what are not; or whether they will subscribe for the Reprints and make their own selections. When the five leading English periodicals can be had for \$10 a year, it would seem hardly advisable to adopt the former course."

EDINBURGH REVIEW.—The following is a list of the contents of the April number:

"Annals of California; The Eastern Church; Thiers' History of the Consulate and the Empire; The Railways of Great Britain; The Works of the late Edgar Allan Poe; The Speeches of Lord Brougham; Buckle's History of Civilization in England; The Conquest of Oude; The Second Derby Ministry."

NORTH BRITISH.—The April number of this Review contains the following articles:—

"The Philosophy of History; Professor Owen's Works; Gothic Architecture—Present and Future; The Scottish Universities—Defects and Remedies; Lieutenant Maury's Geography of the Sea; Parliamentary Government

and Representation; The Collected Works of Dugald Stewart; Patristic Theology and its Apologists; Rifle Practice; Poems by Coventry Patmore; Recent Publications."

BLACKWOOD'S MAGAZINE.—The following are the contents of the April number of this Magazine.

"The Missionary Explorer; Food and Drink—Part II.; A few Words on Philosophy, by one who is no Philosopher; What will he do with it?—by Pistratus Caxton—Part XL.; From Spain to Piedmont; Rambles round Glasgow; Mr John Company to Mr John Bull on the Rival India Bills; The Administration."

The June number contains the following articles:

"The Poorbeak Mutiny; The Punjab.—No. IV.; What will he do with it?—By Pistratus Caxton—Part XIII.; Blood; Religious Memories; The First Bengal European Fusiliers after the Fall of Delhi; The Cost of Whig Government; May-Day; The Defeat of the Factions."

As the July number of those Reprints will commence new Volumes, we would suggest to our numerous readers that now is the time to subscribe. Terms and other particulars will be found in the Publishers' advertisement in our extra of to-day. A. & J. McMillan, of St. John, are the Agents for this Province.

PARISH SCHOOLS.

We have obtained a copy of the Rules and Regulations prepared and printed by the Board of Education for the guidance of School Trustees. Rules may be made, printed, and circulated, but until Trustees are empowered by law to procure all that is necessary for the erection, repairing and furnishing of school houses, supplying the master with furniture, books, maps, black boards, and all other articles necessary to enable them to teach their scholars in an efficient manner, otherwise than by voluntary contributions, they may as well stay at home and not visit the schools, and the rules and regulations of the Board of Education remain unprinted.

We are hourly looking for the local Inspector, who has been occupied for some weeks in the discharge of his duties in Kent County. When he arrives and visits the schools in Chatham parish—more particularly several in the heart of the town—we think he will be astonished.

Parents, unfortunately, manifest too little interest or concern in the education of their children. If they would occasionally call into the school house, see the mistress or master—encourage them with some words of kindness and suggestions, witness the narrow limits of the school-rooms; the close, unventilated, and unhealthy atmosphere their children are constrained to inhale through the long, weary hours devoted to instruction, particularly at this season of the year, their feelings as mothers and fathers would at once prompt them to do something to remedy the evils that exist.

We wish we could enlist the sympathies of the Ladies in this praiseworthy and philanthropic cause. We should like to see a committee of five or six employed in visiting the school houses and premises in the town. If this were done, we are persuaded a change for the better would be speedily effected.

We sincerely hope something will soon be done—the health of children demands it—in fact, the whole Educational system requires to be lifted up, remodelled, and placed in more efficient working order. There is but one way—in our opinion—to accomplish this desirable object—DIRECT TAXATION, not voluntary but by compulsion. We have tried the voluntary mode too long already, and it has proved a complete failure. It is gratifying to learn that the inhabitants of several parishes in various parts of the Province, are seeking to be taxed for this object. When shall we have the pleasure of witnessing such a meeting in Chatham?

P. E. ISLAND.

THE election in the above named Island is terminated. The contest was a very warm one, and the returns show that the parties elected are nearly equal. Conservatives 14; Liberals 12; Independent 3. There are 30 members, 13 of whom are new ones. Two members of Government have been defeated, and a third did not seek for a constituency. Several Scrutinies are demanded and Protests made.

THE RAILWAY.

PETER BROTHERHOOD, Esq., of Chippenham, Wiltshire, England, son of the head of the celebrated firm of that name, which is extensively engaged in iron works and the building of railways, accompanied by Mr Frederick Rumble, Civil Engineer, came out in the steamer Arabia, at Halifax. They have visited this country for the express purpose of examining the Railway route marked out by Major Robinson. They arrived here on the 3rd inst. by way of Amherst, and proceeded on their journey to Restigouche and Trois Pistoles yesterday morning.

We are led to conclude this examination has been undertaken by instructions received from the British Government. The visit of these

gentlemen is no doubt the result of the recent deputation that waited on the Colonial Secretary in London.

Since the above was put in type we have obtained the Head Quarters of Wednesday, by the Fredericton Mail this morning.

"Great Railway Movement in England.—Yesterday's New Brunswicker gives the particulars of a movement in England to organize a Company to build the Inter-colonial line from Truro in Nova Scotia, to Trois Pistoles in Canada East, thus, with the works now in progress, completing the Trunk Line from Halifax to Quebec. The proposed capital is three millions sterling. The nucleus of the Company is formed, and among them we find the names of Judge Haliburton, the Hon. Samuel Cunard, Lord Bury, Sir Allan McNab, and Messrs. Roebuck, Estcourt, Capt. Vivian, and several other members of Parliament. They have had an interview with the Colonial Secretary, and the Chancellor of the Exchequer, and were most favourably received. They propose to avail themselves of the £20,000 annually granted by each of the three Colonies several years ago, and of the large tract of ungranted lands offered by New Brunswick. They also propose that the Imperial Government shall secure them £60,000 a-year, for which they will transmit the mails, troops, and military stores. We shall explain more fully in our next."

LOCAL.

THE SEASON.—Our exchange papers in this and neighbouring provinces, all speak of the refreshing rain which fell on Saturday and Sunday. The grass and crops of all kinds have since wonderfully improved.

SUPPLEMENT.—The long advertisement from the Crown Land Office occupies so much space that it curtails our room for reading matter.—This we have obviated by publishing a Supplement, which will help to make up for deficiencies when we were short of paper in the Spring.

THE SHIP REFORMER.—A note was received from the Captain of this vessel yesterday, by W. Muirhead, Esq., stating that she had been towed over the Bar that morning by the Steamer Transit. He speaks in the highest terms of the Pilot, Mr Angus McEachern, recommending him as a diligent, thoughtful man, as well as a thorough master of his business. He also says, that to the prompt manner in which the Pilot's orders were obeyed in towing the vessel through the intricacies of the channel by the Messrs. Stevens, (the young men who have the charge of the Steamer) they owe their present safe position; and ends by remarking that this Steamer will prove a public benefit to the commerce of the Port.

SPORTSMEN.—During the last three weeks a number of Gentlemen have passed through Chatham on their way to the Nepisiguit river, County Gloucester, to enjoy themselves in angling.

LAUNCH.—From the Shipyard of W. Muirhead, Esq., this morning, a handsome, strong, and substantially built Ship named the Great Northern. She is of the burthen of 1190 tons new, and 1186 old measurement. She reflects credit on the master builder, Mr Parsons.

HALIFAX AND CANADA RAILWAY.—Last week we announced that a Deputation had waited on the Colonial Secretary in reference to this important subject. The papers since obtained furnish the names of the persons who composed the deputation. They were:—

"Viscount Bury, M. P., Viscount Goderich, M. P., the Hon. Sir Allen McNab, Capt. the Hon. J. Vivian, M. P., the Hon. C. W. W. Fitzwilliam M. P., the Hon. S. Cunard, the Right Hon. Sutherland Estcourt, M. P., Hon. F. Berkeley, M. P., the Hon. Justice Haliburton, Mr Gore Langton, M. P., Mr Samuel Christy, M. P., Col. Boldero, M. P., Mr G. Glyn, M. P., Mr J. J. Cummings, Mr James Wyld, M. P., Mr J. A. Roebuck, M. P., Mr Collins, M. P., Mr John Neild, M. P., Mr R. P. Nesbit, M. P., Mr Nelson, Mr Brotherhood, Mr H. Masterman, Mr Stevens, and Mr Sewell."

ST. JOHN.—Messrs. Reading and Lawrence are the only candidates in the field. It is positively asserted in some of the papers, that Mr Wright has tendered his resignation as a representative.

We are aware that times are hard and money scarce, but our expences are to be met—paper, ink, type, &c., to be procured and paid for. We hope our subscribers will remember this when they peruse this paragraph, and all such as may be in arrears—(and there are too many such) will strive to make a payment.

FREDERICTON MAIL.

We regret to learn by the Canada papers received this morning, that the gallant Commander of the Forces in the North American Colonies, Sir Wm. Eyre, has, through impaired health, resigned his Office, and intends to proceed at once to Britain.

Flour market dull in Montreal, but had taken a small rise in Quebec.