

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, JULY 3, 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, £255 5 0
Withdrawn, including interest, June 8, 1858, 648 18 1

WEEKLY CALENDAR.

Moon Last Qr. 4th, 2h 21m, A. M. HIGH WATER	
4 S. 5th Sunday after Trinity.	11A 7 11A30
5 M. Surrender of Algiers 1830.	11 55
6 T.	0 23 0 57
7 W.	1 30 2 0
8 Th Edmund Burke died 1797.	2 33 3 11
9 F.	3 45 4 19
10 S. New Moon 5h 5m, P. M.	4 51 5 21

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.

THE FISHERIES.

THERE is a large fleet of American Fishermen on our coast the present season; one gentleman informed us that he saw on Sunday last one hundred and fifty sail at anchor within sight of Fox Island. A large number of the crews landed during the day on the Island for recreation. In the evening all the vessels were underweigh, proceeding to the fishing grounds. It appears by the American papers, that a fleet of upwards of six hundred vessels have proceeded from the State of Massachusetts alone, to the Gulf-shore to prosecute the fisheries. The tonnage of this fleet is stated to be sixty thousand, manned by about 6,000, and the estimated value, with outfit, is rated at \$3,700,000. Will our readers on perusing this, stop a minute, and ask themselves—how is it that our neighbours can sail some hundreds of miles to the fishing grounds, and as many back again with their cargoes, and make money, while our own people, living on the Gulf are afraid to embark in the fisheries, fearful they will not pay, and expend nearly all their energies in another trade, which has been tried for years, and proved beyond dispute, that it is a hazardous one, and has not paid a tithe for the amount of capital and labour that has been expended on it.

The question is an important one, and deserves the serious consideration of our people. The time is fast approaching when other branches of business must be sought for to employ our population than the precarious ones we are now mainly depending on—and what offers a safer return than the fisheries, if prosecuted with perseverance and skill.

DISTRICT OF GASPE.

To our attentive Correspondent at New Carlisle, we are indebted for the following local intelligence:

The arrival of the "Lady Head" at Paspébiac, caused quite an ovation among us on the 3rd inst. A gun fired from the wharf of Messrs. Chas. Robin & Co., gave timely notice of her appearance in the offing, and the display of bunting by some 14 sail on the roadstead, as well as from the Flag Staffs of Messrs. Charles Robin & Co., and Le Boutillier's, not only enlivened the scene, but must have convinced Capt. Davison that we did not view the matter with indifference.

Shortly after the Steamer dropped anchor, a deputation proceeded on board to welcome Captain Davison, and present him with an address.

The deputation consisted of the Hon. J. G. Thompson, Wm. Macdonald, Esq., E. Martel, Esq., John Fraser, Esq., Chas. Kelly, Esq., J. G. Le Bel, &c.

The Address was read and presented by Wm. Macdonald, Esq., as Warden of the County and was as follows:—

Paspébiac, June 3, 1858,

Sir.—We, the undersigned, Inhabitants of this Township, hail with pleasure the advent on our shores, of the "Lady Head," as the pioneer of Steam Navigation to the Gulf of St. Lawrence, and we beg leave to compliment you as her Commander, and to wish you every success in your new enterprise, which we have every reason to anticipate will be made profitable, and thus justify the subsidy afforded by the Provincial Governments.

We have long and anxiously looked for the arrival on our shores, of a Steamer connecting us with Quebec, the ancient City and Capital of Canada and the Sister Provinces, and we trust that the present fulfilment of our ardent anticipations, is only the forerunner of our international union, and the active and profitable developments of our numerous commercial advantages.

The importance of Steam Communication is too manifest to need any comment or explanation on our part, and we sincerely trust the proprietors of the "Lady Head" will meet with the public encouragement they deserve.

We have the honour to be, Sir,
Your very obedient Servants,

John G. Thompson.
Wm. Macdonald, Warden.
George Milne, M. A. & R. D.
Martin Sheppard, Sheriff.
John Fraser, Collector H. M. Customs.
J. G. Le Bel, Coroner & Registrar.
E. Martel, Advocate.
John Wilkie, Prothonotary.
Charles Kelly, J. P.
J. A. Le Bel, C. L. Agent.
William Meagher, H. M. Customs.
Wm. Harvey, do.
G. W. Disbrow, M. D.
Chas. Robin & Co., per Felix Briard.
Le Boutillier Bros., per Alfred Caveneau.
Daniel Bisson, Post Master.
Matthew Caldwell, do.
Wm. Langer, T. R. Kelly.
R. W. Kernphffer, John Le Brun.
Philip Vibert, Lloyd's Agent.

To Capt. W. Davison, Steamer, "Lady Head."

Capt. Davison's reply was brief, but to the purpose, and having thanked the Deputation for the warm welcome he received, he invited all present to partake of his hospitality.—"Success to the 'Lady Head'!" was drunk with enthusiasm; the health of the Hon. J. G. Thompson, was proposed by Dr. Robitaille, to which His Honor briefly responded; that of Dr. Robitaille was proposed by his fellow passengers, and duly acknowledged by the Doctor. All is landed, Sir—gave us notice that we must take to our boats, and with three hearty British cheers, we bid the "Lady Head" and her worthy Commander, God speed!

We cannot answer for the verbatim correctness of the address, or that all the signatures are enumerated, no copy having been kept.—The document was hastily prepared, and many had not an opportunity of signing it.

The commencement of steam navigation will form an important era in the history of the Bay Chaleurs. The *Inferior District of Gaspé*, and the *Black North* of New Brunswick, those last parts of Creation, will shortly be better known, and their real value better understood by some of the *knowing ones* in both Provinces.

We would advise the *erudite* Editor of the *Markham Economist*, ere he indites another philippic against those "Needy, seedy, loafing Frenchmen"—as he is pleased to call us—to moderate his ire against the present Ministry of Canada, for proposing to grant a bounty for the encouragement of the deep sea fishery.—Those gentlemen are evidently better informed on the subject and are better political economists than the *Economist*! If our fisheries are of such little value, how came Brother Jonathan to give us Reciprocity in exchange for the right to fish in our waters? He is not the lad "to sell his Birthright for a Mess of Pottage." And who benefits most by the Reciprocity Act?—Surely not Lower Canada—our interests were sacrificed to benefit Upper Canada.

We would also remind the frothy Editor, that this District counts among its population a few thousand of English, Scotch and Irish—good men and true—who have as great an interest at stake, as the readers of the *Economist*, in the welfare and prosperity of Canada—our common country.

Let the Editor take a trip on board of the "Lady Head," and judge for himself. We will undertake to introduce him to some of those—apparently to him—odious Frenchmen—who to say the least—are as gentlemanly, as well educated, and as well informed, even in Upper Canadian Statistics, as himself.

"A little learning is a dangerous thing."

Let the Tourists of Upper Canada take passage in the "Lady Head," and visit our incognita. They may acquire some useful knowledge—their prejudices will be removed, and their health invigorated. The artist will find, along our shores, a variety of scenery worthy of his pencil; the Geologist and Naturalist will have a wide field for research, and may enrich their collections with no despicable specimens. The disciple of Isaac Walton, can enjoy his ruling passion to his heart's content. The invalid in search of that inestimable blessing, health, can breathe no purer air, or brace his nerves in more pellucid waters than those of our noble Bay. And as to hospitality, we doubt if even auld Ireland has more the *vanage* ground over the *Inferior District* and the *Black North*.

MERCATOR.

New Carlisle, June 10, 1858.

A GREAT TRUTH.

"Allow a boy to run at large one year in indolence, and you have laid the foundation whereon will be built his future ruin."

The above short paragraph is copied from an exchange paper. It conveys a wholesome hint to parents and guardians. Nothing can be more destructive to the morals and general deportment of youth, than to allow them to indulge in habits of idleness. It affords them time to associate with the dissolute and reckless, from whom they contract habits which must inevitably lead them to ruin. The lessons we learn and the habits we acquire in our youthful days, are seldom obliterated, but continue with us through life. How necessary then that the rising generation be early trained to labor and acquire correct habits. Judging from what we see around us, there are too many youths in our community of the description noted above. Parents should at once correct the evil.

CANADA.

THE Government of Canada has laid all the Railway Dispatches received from Britain, Nova Scotia and New Brunswick before their Legislature. Those documents are the same we are now publishing in our paper. The Attorney General of Canada, (Macdonald) who was on a special mission to Britain last year, in connection with this important subject, has drawn up a memorandum of his proceedings while there, in which he says:

"I can state, in conclusion, that the Colonial Governments of Nova Scotia and New Brunswick, as well as Her Majesty's advisers, seem deeply impressed with the necessity of this work, on Imperial as well as on Colonial grounds. My opinion is, that its construction is only a question of time. The various Colonial Governments have determined to take some united action in the matter, and are bringing the subject before their Parliaments. It has already been done in New Brunswick and Nova Scotia, Canada is now doing the same."

UNITED STATES.

THE Floods throughout the United States have destroyed much valuable property. The amount of Sugar destroyed in Louisiana is estimated at 50,000 hogsheads, valued at \$3,000,000. The Cotton destroyed by the same cause on the banks of the Mississippi, it is expected will amount to 100,000 bales, worth \$4,000,000.

EUROPEAN NEWS.

THE Mail steamer "Arabia" arrived at Halifax about noon on Monday last, after a splendid run of nine days. Our files of papers are to the 19th June. The papers do not furnish anything of startling importance, but contain a deal of interesting matter relative to the affairs of Europe and India. We have copied a good number of extracts.

We perceive that a Deputation of gentlemen interested in the North American Colonies, had an interview with the Colonial Secretary on the 14th June, relative to the Halifax and Quebec Railway. The result of the visit is not announced.

LIVERPOOL TIMBER TRADE.

FROM Farnworth and Jardine's Timber Circular of June 17, we take the following extracts:

"On reference to our table it will be observed there is a considerable diminution in the importation from the British Colonies. This may be attributed to the large stocks held over from last season, keeping prices below the import cost, the difficulty of affecting charters in consequence of the advanced rates of freight in New York, but mainly, perhaps, arising from the certainty that new operations must end in disappointment and loss. The panic at the close of last year caused great prostration in our trade, the effects of which we fear, be manifest for a lengthened period. There is no disposition to purchase beyond immediate wants."

"*Spruce and Pine Deals, &c.*—The sales of late have been chiefly by auction, the prices realized varying little from those current for some months past. At the last public sale there was less disposition to purchase, and the average rates showed a reduction in value of about 2s. 6d. per standard. The cargo per "Cassini," from St. John, good in quality and fresh, sold ex ship at an average of £8 per standard, two cargoes (stored) £7 15s. and £7 17s. per standard, and a cargo of Richibucto (also stored) £7 9s. per standard. The market at present is flat and little encouragement for new supplies, dealers being unwilling to purchase at low rates. The stock is considerably reduced."

BRITISH ELECTIONS.

SOME estimate can be formed of the price of a seat in Parliament by the following extracts which we take from a late paper:

"London: Russell, £3,222; Rothschild, £1,313; Duke £1,068; Crawford, £999; Currie, £970. Tower Hamlets: Ayton, £1,337; Butler, £1,133; Clay, £8,06. Rinsbury: Duncombe, £412; Cox, £2,308; Parry £836; Reed—Major Reed's accounts do not appear Lambeth: Roupell, £5,339; Williams, £1,706; Wilkinson, £2,688. Southwark: Napier, £1,219; Locke, £3,880; Pellat, £684. In Westminster and Marlbone, no contest: Shelley, £115; Evans, £163; Hall, £100; Ebrington, £150. The above returns show that an election for a metropolitan borough, when contested, may cost any sum varying from £1,500 to nearly £6,000. But though the returns may be accurate, as far as they go, a candidate is fortunate who gets off for the amount inserted in the Parliamentary paper. When Marylebone was contested on the death of Lord Dudley Stuart, in 1854 it cost Lord Ebrington £5,000, and Mr Bell, £3,000; and it is said that Lord Dudley Stuart paid about £7,000 for his return in 1847. A contest in Westminster varies from £2,000 to £8,000, and has exceeded, in the good old times, £20,000. A seat in a metropolitan constituency, consisting of upwards of 350,000 persons, is no sinecure, and it is very clear that no candidate can be elected for the first time without enormous expense, to which he may be subjected at each succeeding election—a contest being the rule and a walk over the exception. In addition to election expenses, it is said that the subscriptions to local charities vary from £300 to £1,000 per annum. Mr Byng's seat for the county of Middlesex costs £2,000 a-year in subscriptions."

THE RAILWAY.

THE Fredericton and several of the St. John papers, are urging the building of the Railway to Quebec by the Valley route, and recommend a junction with the St. Andrew's line. The Head Quarters ridicules the idea of the Major Robinson's line. No desire is expressed in any of these articles, to connect with Nova Scotia, but St. John and St. Andrews are named as the terminations of the route.

CANADA GAME LAWS.

We have through the attention of a Correspondent at Toronto, been put in possession of a copy of—"An Act to consolidate and amend the Game Laws relating to Lower Canada; and to provide against further destruction of the Eggs of Wild Fowl in that Province, and in the Gulf and River St. Lawrence."

We have copied from it the 20th and 21st Sections, for the information of our subscribers in Canada East.

"20. Any party, or parties found engaged in collecting, carrying away, destroying or attempting to gather, carry away or destroy, or having in possession (being so gathered) or in the act of carrying away any of the eggs of any species of Wild Fowl from any part of Lower Canada, or in the Gulf or River St. Lawrence or Islands therein, after the 1st day of June in each year, shall be severally liable to a penalty of not less than twenty dollars, nor more than one hundred dollars, to be recovered either on complaint and conviction according to the form already prescribed in this Act, or upon view had by any Stipendiary or other Magistrate; and in default of the instant payment of such penalty, and all costs incurred, the offender shall be committed to the nearest gaol for a term of not less than two months, nor more than four months.

"21. Every boat or other vessel found employed in gathering or carrying away the eggs of any species of Wild Fowl in contravention of the preceding section, shall be and is hereby declared absolutely forfeited and confiscated to Her Majesty for the public uses of this Province, and may be immediately seized and taken possession of either upon view of any Stipendiary or other Magistrate, or by order of or under warrant (in the form H of the annexed Schedule) from any Justice of the Peace, Stipendiary or other Magistrate, who shall cause the property so seized to be disposed of at public auction, and the proceeds thereof to be paid over to Her Majesty's Commissioner of Crown Lands for the public uses of this Province: provided always, that out of the proceeds of such confiscation and sale, all reasonable costs and charges attending the seizure and disposal of any boat or vessel so seized and sold as aforesaid, shall first be defrayed."

BRITISH NAVY.—Late British papers inform us that the following vessels are now building at Pembroke, and will be completed the present year for the British Navy. This does not manifest want of means or a desire to curtail our wooden bulwarks:

"Howe, 120 guns; Windsor Castle, 100 guns, 500 horse power, to launch; Revenge, 90, 800 horse power, to launch; Defence, 96, 800 horse power, to be laid down; Immortalite, 50, 600 hse. pr., to be advanced; Tweed, 50 guns, to convert; Orlando, 50, 1,000 horse power, to launch; Pelican, 16, 200 horse power, to put in frame; Greyhound, 16, 200 horse power, to launch; Perseus, 16 guns, screw to convert; Shearwater, 10, screw to convert; Espoir, 6, screw, to launch if possible; Nimble, 6 guns, screw to convert."