

Editor's Department.

MIRAMICHI: FRIDAY MORNING, JULY 14, 1843.

PUBLIC MEETINGS.

STEAMER ST. GEORGE.—It gives us much satisfaction to be enabled to lay the following proceedings of a public meeting before our readers. We have already expressed our astonishment at the decision of the Legislative Council on the subject of the grant to this Boat, as well as at the opinion of the law officers of the Crown. The inhabitants have taken up the question in a just and proper manner, and we trust that it will be followed up by spirited petitions to the Legislature at their next session.

IN consequence of the Legislative Council of this Province having at the last session, rejected the Grant in aid of the Steam Communication established between Charlottetown, Pictou, and Miramichi, the Proprietors of the Steamer Saint George intimated to their Agent here, their determination to discontinue her trips to this place, which would be a very serious inconvenience to all classes of the community; and in order to see what measures could be adopted to induce the Proprietors to continue the Boat on the line, a meeting took place at Newcastle on Monday last, on board the boat, when

THOMAS H. PETERS, Esq. was called to the Chair, and JAMES JOHNSON, Esq. appointed Secretary.

At the request of the meeting, the following communications from the proprietors of the boat, were read:

Charlotte Town, P. E. Island, May 12th, 1843.

Sir, The Directors of the Prince Edward Island Steam Navigation Company have to thank you for the information you have been kind enough to procure them of the proceedings in the Legislature of New Brunswick, with respect to the application made by this company for remuneration for services performed, &c. in accordance with the encouragement held forth by the Act of the New Brunswick Legislature, passed 31st March, 1840.

They assure you that the intelligence of the refusal, by the Legislative Council, of the grant so honorably and unanimously voted by the representative body, has excited not only their utmost astonishment, but also a feeling of painful regret far beyond any mere question of pecuniary interest. The Acts of a British Colonial Legislature have hitherto been supposed to be distinguished by such a steady and honorable adherence to engagements, that proceedings have been as readily taken upon the faith of them, as if the remuneration promised had already been paid. In such faith the Prince Edward Island Steam Navigation Company was formed, and in the formation of it, frequent reference to the act mentioned above was made, as one, among other resources, to be relied upon for the necessary funds for its sustenance; and the Company having more than fulfilled the terms prescribed, by placing a Steam Boat of superior power and accommodations upon the station, reasonably concluded that it had but to make application for the grant to receive it. It would serve no useful purpose to speculate upon the nice distinctions and legal discriminations which may have influenced the minds of the majority of the Legislative Council to the adoption of a cause so destructive of all confidence and good faith—but it has been stated that the Council negatived the proposed grant upon the ground that the St. George did not run in 1841 and part of 1842; that is, had not fulfilled the requirements of the act to the very letter,—a clause should have been inserted, stating—that if the expected boat be not in active operation by 10th May, 1841, this resolution will be void, and of no effect,—this would have afforded some plausible ground for the course taken by the Council; in the absence of such a clause it must be evident that the ordinary mode of understanding the Act is by its spirit. A grant of £350 per annum for five years from the 10th May, 1842, was made to the Lieutenant Governor of New Brunswick, for the purpose of encouraging a weekly communication by Steam—between Miramichi, Charlotte Town, and Pictou, &c. Fifteen months elapsed without effecting the desired object; at length a company is formed, and a very efficient steamer purchased and placed upon the station. The object so much desired by the Legislature as to induce it to offer a bonus of £350 per annum for its accomplishment, is at length obtained. The service is performed—the account is handed in for settlement—it is unanimously indorsed by the House of Assembly, but rejected by the Council, because (as we are informed) it was not executed at an earlier period. If it was desirable to establish good and regular communications between the several Ports mentioned in the Act in 1841, surely it is not the less so now. If, when trade was in a more prosperous state than at present, it was thought right to give encouragement to colonial enterprise for the advancement and improvement of inter-colonial intercourse, it is not the less needful when we are becoming daily more dependant upon our own exertions. If the facilitating the means of communication between places is of the paramount importance to their prosperity which all political economists agree in stating it to be, surely the maintenance of the line of communication from Miramichi to Pictou, through Charlotte Town, &c., is not very dearly purchased to the Province of New Brunswick at a charge of £350.

To conclude if we were wrong, in assuming that we had established an undoubted claim to

the grant offered by New Brunswick—the delusion under which we laboured was certainly largely participated in, for up to the last moment no surmise or doubt of any kind appears to have been entertained by any party on that head.

I have now only to acquaint you, for the information of our friends at Miramichi, and elsewhere, that the Directors of the Company feel so confident that some misapprehension of the case has caused the present determination of your Legislative Council, and that a reconsideration of it will induce them to act in that just and liberal spirit which has always distinguished the Legislature of New Brunswick, that they have determined to continue to run the Boat as usual until they receive positive assurance that the impression they entertain of the ultimate acquiescence of the Legislative Council, in the views entertained by your House of Assembly, as altogether erroneous, and without foundation.

We had in contemplation attempting in the course of the season the touching at Shediac alternate weeks, but the proceedings of the Council is rather a damper to our enterprise.

I am, Sir, Your obdt servant, CHARLES HENSLEY, Chairman.

James Johnson, Esq. Extract of a Letter from Mr. Owen, Managing Director of the Steamer St. George, dated Charlotte Town, P. E. Island, June 29th, 1843.

My dear Sir,

From a communication which has been transmitted to the Directors of the Prince Edward Island Steam Navigation Company by the Government of New Brunswick, through our Lieutenant Governor—I regret to have to inform you that they have been obliged to come to the determination of discontinuing the St. George to perform her weekly visits to Miramichi; and I regret it the more, as a friendly disposition has been invariably manifested towards the Company by the inhabitants of Miramichi; but as the Crown Officers of New Brunswick, have given it as their opinion to the Lieutenant Governor—that the Prince Edward Island Steam Navigation Company are not entitled legally or equitably to any grant from your Government, under the statute of the Province. The Directors cannot in justice to those they represent allow the St. George to continue on a service which cannot fail to be attended with great loss. I will enclose you a notice which you will please to cause to be inserted in the "Gleaner" as the Directors are desirous that no disappointment may occur to persons intending to come by the St. George, in future.

Moved by J. A. Street, Esq., seconded by William Loch, Esq.

Resolved, unanimously, as the opinion of this meeting, that the continuance of a Steam communication between Miramichi, Prince Edward Island, and Pictou, is of the utmost importance to the whole North-Eastern section of the Province, and that great benefit will be derived to the revenue of the Province therefrom; and that it is the duty and interest of this community to do all in their power to obtain the continuance of the said line of communication.

And further Resolved, That as this meeting has full confidence in the Justice of the Legislature of the Province, and that it will carry out the promise held out in the Grant of the 31st March, 1840, upon which the owners of the Steam Boat Company Saint George entered into their present arrangements with the boat, notwithstanding the legal technicalities by which the grant has yet been withheld. This meeting do agree to enter into a guarantee to the Proprietors of the Boat, to make up to them a sum of money in aid of defraying the expense of keeping up the communication by the Boat, for the present season, and to be paid to them in the event of the Legislature refusing to grant to them the sum of £350 for the present season, in lieu of the grant made on the Resolution of 31st March, 1840.

And further Resolved, That the proceedings of this meeting, with the communications read, be published in the Gleaner.

A subscription paper was then opened and £160 towards the object of the first resolution were at once subscribed.

At a Public Meeting held in pursuance of due notice, by handbills, in Tobin's Long room, Chatham, on the evening of Wednesday last, the 12th July, for the purpose of taking into consideration the conduct of the High Sheriff of the County of Northumberland, and others, on the evening before.

Resolved, unanimously, as the opinion of this meeting, from information of an undoubted and unquestionable character laid before them, that there could have existed no necessity whatever, for the High Sheriff's having selected such a time and place for making a caption upon John Hea, under executions at the suits of Bryen O' Donnell, and John Foy, (one for an assault, and the other for an alleged assault, at the late election) as he did;—it having been in the public street in Chatham, and at such an hour of the evening, as that the streets were thronged with people, viz: eight o'clock.

Resolved, unanimously, That in using such language towards John Hea, before making the caption, and while negotiating with him, as to say, without provocation, "damn you," and further, by menacing the said John Hea, while his prisoner, and in his custody, with his, the Sheriff's cudgel, reversed in his hand, in order to enable him to strike with its butt-end—the Sheriff did not consult his own dignity in his office, nor the public peace; but on the contrary, unnecessarily endeavoured to provoke and excite his prisoner, who stood with his hands by his sides, and repeatedly requested and urged the Sheriff not to menace or threaten him.

Resolved, unanimously, as the opinion of

this meeting, that no attempt whatever, even of the slightest nature, was made by the said John Hea, to rescue himself, or escape from the Sheriff; but on the contrary, that every disposition was manifested and expressed on his part, to remain in custody, and accompany the Sheriff.

Resolved, unanimously, that for the last twenty years there has not been a quieter or more peaceable spring or summer in Chatham, than the past spring and present summer have been; and that the state of society does not by any means warrant or justify the constant parade and exhibition of arms, such as Pistols, Daggers, and Night or Life Protectors, in the Public Streets, in the hands of John M. Johnson, Jun. Esq. the High Sheriff's son; and that such parade is highly calculated to disturb the public peace.

Resolved, unanimously, that this meeting cannot by any means justify the free use made by the High Sheriff, of his cudgel, and of his pistols, last evening—with the former of which he laid the skull of an individual open, who stood with his back towards him; and presented and snapped one of the latter, at least twice, at the same individual, while in the same situation. And further Resolved, from information before the meeting, that the intention of the High Sheriff in acting as he did last evening instead of discharging his duty, was to produce excitement, and create a riot, with the view of its producing an effect, unfavourable to the popular side of the present and approaching political struggle.

Resolved, unanimously, as the opinion of this meeting, that much credit is due to John T. Williston, and Phineas Williston, Esqrs. for the exertions used by them, in protecting the High Sheriff, his Son, and Nephews, in the affair of last evening; as it is the opinion of this meeting, that the Sheriff and his Friends would have been severely handled, had it not been for the exertions of the Messrs. Williston; and the whole of which resulting from the improper conduct of the said Sheriff, his Son and Nephews, each of whom assaulted and struck without provocation.

Resolved unanimously, that the proceedings of this meeting be published in the next Gleaner, one hundred copies of them printed and circulated through the County, and a copy, signed by the Chairman and Secretary, forwarded to His Excellency, the Lieutenant Governor, by mail, on Friday next.

WILLIAM M'RAE, Chairman. JAMES HENDERSON, Secretary

LOSS OF THE ROYAL MAIL STEAMER COLUMBIA.—It is with much regret we copy the following account of the wreck of the above-named vessel, from the Yarmouth Herald. There is evidently a mistake in the statement of the cost of this vessel—£100,000 is more like the figure—but even this, we consider a very large sum.

We much regret to have to announce that the noble Steamship COLUMBIA, of the Cunard line, lies a total wreck near the Seal Island.

She sailed from Boston on Saturday last for Halifax and Liverpool with the Mails and ninety passengers, and on Sunday afternoon, at 1 o'clock, ran on Black Ledge, about a mile to the westward of Seal led in a dense fog. Minute guns were fired, and a small schooner came off from the Seal Island. The passengers and mails were safely landed. The ship was lightened as much as possible; but as she went on at high water, and the tides have since been falling off, all efforts to remove her have proved unavailing.

On the fog clearing away next morning, the packet brig Acadia, from Boston, bound to Halifax, was in sight, and nearly in the steamer's track; she bore down, took an officer from the Columbia, and hastened with intelligence of the disaster to Halifax. The steamer Margaret, the reserve boat of the line, was immediately dispatched to Seal Island, (having the Hon. S. Cunard on board) where she arrived yesterday, and commenced taking on board the passengers and mails, with which she proceeds to England.

The whole of the Columbia's valuable furniture, her freight, and part of her machinery will probably be saved.

This splendid vessel we understand, cost £300,000, and was insured for £40,000. She was commanded by Captain Shannon, formerly of the Margaret. Her Pilot was Captain Stairs, of Halifax, a gentleman of long experience and high reputation, and who has been employed by the Company in that capacity since the first establishment of this magnificent and hitherto surprisingly fortunate, line.

One of the sailors of the Columbia in attempting to scull a skiff from the ship to the schooner on Sunday evening, lost his way in the fog, and was driven by the wind and tide about the Bay till some time next day, when he was fortunately despatched by the brig Rose, Capt. Kelly, of and, for this port from Halifax, and taken on board.

BISHOP FOR NEW BRUNSWICK.—The Saint John Chronicle states, that a Bishop for the new see of New Brunswick, will be speedily appointed, the same necessary for his endowment having been made up.

CUSTOM HOUSE DUTIES.—The Saint John Courier states, that an order was received by the last English mail, directing the Collector of Her Majesty's Customs, to receive dollars in payment of duties in future, at 4s. 2d. each, instead of 4s. 4d., the rate at which they have hitherto been received. Similar instructions have been received by the Collector here!

THE ATLANTIC STEAMERS.—The Great Western made her passage out to New York in 13 days and a half, from Liverpool, and the Royal Mail steamer Hibernia, to Boston, in 12 days and 5 hours.

TO CORRESPONDENTS.—The version by "LOOKER-ON," of the disgraceful scenes at Black River, after the recent drill and general muster there, may be perfectly correct, but we do not feel disposed to take notice of any article having their origin, as we have good reasons to suppose these had, in Electioneering squabbles. We have come to the conclusion to close our columns to the insertion of all matters bearing on the present contest, except such as may originate in a public meeting, in which an express resolution may have passed, requesting the same to be published. Could we consistently refuse this, we would do so, as we feel persuaded that, under the present excited state of parties, but little prudence or discretion will be exercised on any matters connected with the election.

PLEASURE EXCURSION.—The steamer arrived this morning, and intends, we believe, proceeding on a pleasure excursion to-morrow. We learn that the Directors have not come to any decision on the subject of continuing her on the present line.

Shipping Intelligence.

Port of Miramichi.

ENTERED, July 1—brig Duke of Cambridge, Robson, Bordeaux, 38 days, Gilmour, Rankin & Co.; Mentor, Foster, Rocheford, 46 days, J. Cunard & Co.; Thorndale, Hasker, Jersey, 57 days, Gilmour, Rankin & Co.; West, 57 days, Paimbouff, 56 days, J. Cunard & Co. 3rd—brig Carron, Cockburn, Southampton, 53 days, Gilmour, Rankin & Co.; schr. Sarah, Campbell, P. E. Island. 4th—schr. Matilda, Tougere, Richibucto, J. Cunard & Co. 6th—schr. Margaret, Farness, Newfoundland, 30 days, do. July 8, bark Oxford, Burns, Milford, 56 days—Gilmour, Rankin & Co. July 10, schr. Marie, Landry, Caraque, 14 days—J. Cunard & Co. July 12, Pearl, Hall, Newfoundland, 14 days, do.; Nymph, Norman, do.—do: brig Integrity, Jobling, do.—do: brig Martha, Robinson, Dwyer, 56 days—H. C. D. Carman; J. Cunard & Co. Hippocampe, M'Donald, Waterford, 47 days—do. Mile, Weslin, Newfoundland—J. T. Williston. July 13, Brig. Lady Harvey, M'Donald, do. 12 days—Gilmour, Rankin & Co. CLEARED—July 1, Tom Bowline, Irvine, Plymouth; 4, Thomas & Robert, Penzance; Shield: Amber, Walsh, P. E. Island; Brumby, rance, Sire, Quebec; 5, William, Polack, Liverpool; Ceres, Johnson, Newcastle; Polack, Fraser, Liverpool; 6, Herald, M'Leod, Canada; July 8—Sarah, Campbell, Pr. Ed. Island; Eliza Kirkbridge, Pattigou, Stockton; Jean, Youden, Newfoundland. July 12, Mary Ann, Linkletter, P. Ed. Island. July 13, Purcell, Spence, Liverpool; Thorndale, Hasker, do. Wave, Thompson, do.

The brig Menter, Foster, in latitude 43, 36, longitude 30, west, spoke the barque Hepburn, from New Orleans, bound for Glasgow, laden with cotton, 41 days out, all well.

Liverpool, June 14.—Captain Parker, of the Courier, of Sunderland, from Miramichi, reports that on the 7th inst. in lat. 50, 32, long. 46, sprung a leak, and the brig instantly filled and upset; she shortly righted again, with the crew succeeded in reaching the shore, without any provisions.—On the afternoon of the 8th, the bark Sarah, Fletcher, bore down, but was unable, from the severity of the gale, to board her until the morning of the 9th. The intrepidity of Captain Fletcher, and his crew, whose conduct is above all praise, in the preservation of these unfortunate mariners, is entirely attributable. A boy who was below at the time the brig upset, was drowned.

Port of Richibucto.

ARRIVED, June 27—brig Jane, Bridges, Southampton; schr. Shannon, Kings, Newfoundland; Matilda, Forgere, Halifax; Norfolk, Brown, Newfoundland. July 1—brig Lady Sale, Richards, Newfoundland. 3rd—schr. Elizabeth, Tandevin, do.; Ware, Davis, Newfoundland. 6th—Lady Mary, Attyll, do. CLEARED, June 26—schr. Uniacke, Lapierre, Newfoundland. 29th—brig Highlander, Munro, do.; schr. Shannon, King, do.; Relief, Powell, P. E. Island. July 4—brig Eleanor, Clark, Cork. July 6th—schr. Enterprise, Cochrane, Newfoundland. 8th—brig Martha, Harrison, Parsons, do.

Port of Bathurst.

ENTERED, June 30—brig Amaranth, Doods, France; Pioneer, Segsworth, Selcombe; Shaw, Hewitt, Newfoundland, all to Ferguson, Rankin, & Co. July 3—schr. Siberia, Miramichi, Halifax; T. Miller; Elizabeth, M'Kay, Miramichi, J. Cunard & Co. 6th—brig Lord Athol, Brack, France, do. CLEARED, June 14—brig London, Newcastle. 22nd—bark Henry Hood, Port Glasgow. July 4—schr. Elizabeth, P. E. Island. 6th—schr. Siberia, Halifax.

Port of Shippegan.

ARRIVED, July 2—brig Victoria, Walsh, Newfoundland, 16 days, J. Cunard & Co. SAILED, July 4—brig Cossack, Lloyd, Falmouth; barque New Eagle, Lanes, Falmouth.