

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY NOVEMBER 8, 1845.

ARRIVAL AND DEPARTURE OF THE MAILS.

The mail for Fredericton, direct, closes on Monday morning at 7, 30 o'clock; and arrives on the morning of Friday, at 2 o'clock, A. M.

The Southern mails are closed at 5, 30 o'clock, on the mornings of Tuesdays and Saturdays, and arrive at 7 o'clock on the mornings of Mondays and Thursdays.

The mails for the Northward are despatched soon after the arrival of the mails from the southward on Mondays and Thursdays; and arrive here on the mornings of Friday, at 6 o'clock.

COLONIAL RAILWAY.—Meetings upon the subject of the contemplated Railway from Halifax to Quebec, have been held at St. John, Fredericton and Quebec. The inhabitants of the two first named places are acting in this matter with a very narrow and selfish spirit. To make St. John the terminus of the route, all other considerations are lost sight of. Is it desirable to have the road running through a tract of country bordering on a foreign state? And as to navigating the Bay of Fundy, particularly in the winter season, the thing is preposterous. This division of sentiment, springing from local interest, will, we are apprehensive, militate very strongly against the undertaking in the mother country; and if persisted in, it requires but little foresight to predict ultimately, its entire abandonment. How differently the people of Quebec have acted. They have resolved to forward the enterprise in every way they possibly can, and leave the route to be marked out at a future period.

Resolutions passed in St. John:—

Resolved, That this committee being deeply impressed with the vast advantages which must result to this and the sister Provinces of Nova Scotia and Canada, by the establishment of a Railway connecting Quebec, the Grand Falls, Fredericton, and Saint John with Halifax are prepared to make every exertion in their power to forward this great undertaking.

Resolved, That this Committee having attentively examined the different Routes projected, are fully satisfied that the Line above designated (in connection with Steamers across the Bay of Fundy) passing, as it will, through a highly cultivated and densely populated portion of both Provinces, holds out inducements which are obvious to all persons, having a knowledge of the local position and capabilities of the provinces, and which, it is evident, are not presented by either of the Routes proposed to pass round the Head of the Bay!

Resolved, That even if the co-operation of Nova Scotia, so much desired, cannot be secured, it is, nevertheless of the highest importance to this Province, that a Railroad connecting the Grand Falls with Fredericton and Saint John, should be undertaken without delay; and your Committee feel assured of the cordial support of the Legislature to such a Line, as one of great public benefit, and as presenting the fairest prospect of a profitable return for the capital invested.

Resolved, That, in the opinion of this meeting, the Stock required to be retained for this Province be £100,000, provided the Line recommended in the foregoing Resolutions be adopted; whereas in the event of its coming round the Head of the Bay, through the wilderness to Fredericton, the amount subscribed in this Province would be exceedingly limited.

Resolved, That the proceedings of this Meeting, be printed, and copies, together with Mr Grant's Report, transmitted to the Local Committees at Halifax, Quebec, and Fredericton.

ADJOURNED, SINE DIE

JOHN ROBERTSON, Chairman.

I. WOODWARD, Secretary.

The following Resolutions were passed at the Meeting in Fredericton. Hon. Geo. Shore, in the Chair:—

Resolved, That the following Gentlemen be requested to act as the Local Committee for that purpose—viz:

The Honorable John S. Saunders, The Honorable George Shore, The Honorable George F. Street, The Honorable Thomas Baillie, The Honorable Lemuel A. Wilnot, John Ambrose Street, Esq. Charles Fisher, Esquire, James Taylor, Esquire, W. J. Bedell, Esq., Benjamin Wolhaupter, Esq., Mr. Stafford Barker, Mr. Thomas Pickard, and Mr. Charles McPherson—for Fredericton.

Jeremiah Connell, Esq., Charles Perley, Esq., Richard English, Esq. and Charles Connell, Esq.—for Woodstock.

And upon a Meeting of the said Committee, forthwith held—President: The Honorable George Shore, The Honorable Thomas Baillie, The Honorable George F. Street, The Honorable Lemuel A. Wilnot, James Taylor, Esquire, J. A. Street, Esquire, Charles Fisher, Esquire, William J. Bedell, Esquire, and Mr.

Thomas Pickard.—The following Resolutions were passed:—

Resolved, That in the opinion of this Committee, the proposed Railway through this Province should be effected by a Joint Stock Company, to be incorporated by an Act of the Provincial Legislature, for erecting and establishing the same to run from the City of Saint John to Fredericton, thence to the Canada line by the way of Woodstock and the Grand Falls.

Resolved, That in the opinion of this Committee, the above line is that which will in the first place meet with the greatest encouragement and support from our Provincial Legislature, as running through the principal and most important Towns and Settlements in the Country, and on which the greatest business will be done, both as to Passengers and Merchandise, and therefore the Line which of all others will pay best and meet with the most general support from the public at large.

Resolved, That in the opinion of this Committee, the Line proposed to the Provisional Board in London, as the communication between Halifax and Quebec, as laid down in red ink on a Plan sent out to this Province, is based upon false premises and misinformation, as the situation of this Province is delineated in the said Plan widely different from its true geographical position, and is therefore calculated only to deceive and mislead those who may attempt to adopt any Line predicated thereon.

Resolved, That in the opinion of this Committee the carrying the Line from Halifax round the head of the Bay of Fundy, and from thence in a direction to Fredericton, leaving the city of St. John the great commercial mart of this Country, out of the direct line of communication, would be most injudicious in every respect, both as regards the interest of the Stockholders and the Commerce of this Province.

Resolved, That in the opinion of this Committee, the first object of the people of this Province should be to get the Line laid down from Fredericton to the Grand Falls, where it is in the first instance most required, as there is no Steam Navigation on the River above Fredericton: this will at once open, by the River and Railway together, a Steam Conveyance direct from Saint John to the Grand Falls, and after that the Company can continue the Railway on from Fredericton to the City of Saint John; and if this plan is carried out, the Committee are of opinion, a considerable amount of Stock will be taken up in this Province, and also a large Bonus granted by the Provincial Legislature as an encouragement to the undertaking.

The following are the resolutions passed at Quebec. The Mayor was in the Chair:—

That the Citizens of Quebec have learned with great satisfaction the proceedings which have been had in England, and the sister Provinces, for promoting the formation of a Railway between Halifax and Quebec, with a view of its being extended so that the inhabitants of British America may have a sure and commercial intercourse with the United Kingdom, at all seasons of the year, through a port within their own limits.

That the Citizens of Quebec will cordially unite in every possible effort to carry into speedy effect the proposed Railway.

That the proposed Railway, besides facilitating commercial intercourse, will have an important effect in adding to the security of the Provinces, as a part of the British Empire. It is therefore desirable that the line be laid out by scientific men of established character, as speedily as possible, with the concurrence of the Imperial Government.

That an humble address be presented to His Excellency, the Governor-General, signed by the Mayor of this city, in the name of this meeting, with a copy of the present Resolutions, praying that His Excellency would be pleased to bring the subject thereof under the favourable consideration of Her Majesty's Government, and that he would take such other steps, as in his opinion, may be deemed most expedient for furthering the undertaking.

That a Committee be appointed, to correspond with Companies formed, or which may be formed in England, for promoting the aforementioned railway, and with committees, public bodies, and individuals within the Provinces, in furtherance of the views of this meeting, and that they report, from time to time, such matters as to them may seem most likely to promote the objects of this meeting.

That the Mayor of Quebec, the President of the Board of Trade, the Members of the Legislature, resident in the City and District, and Messrs. A. W. Cochran, H. Black, L. Panet, W. Price, H. LeMesurier, R. Cassels, A. Simpson, F. Freer, F. X. Methot, O. Turgeon, G. B. Symes, J. Gilmour, J. E. DePlois, James Tibbets, J. Gillespie, J. Chouinard, T. Loyd, J. Noad, V. Tetu, J. R. Eckhart, F. X. Paradis, J. Bell Forsyth, C. Langevin, P. Paterson, A. Paterson, James Gibb, John Munn, C. Gethings, J. Conner, E. Ryan, J. McLeod, A. Laurie, J. Legare, fils, J. Duval, G. H. Parke, W. Stevenson H. Patton, H. Barnstall, James McKenzie, of Point Levy, J. Jones, W. Sheppard, T. C. Lee, D. Burnett Dr. Morrin, C. E. Levy, H. Atkinson, E. Baquet, P. Langlois, G. O. Stuart, E. Glackemyer, J. Tourangeau, and H. Pemberton, be members of the said Committee, with power to add to their number.

IMPORTANT TO FARMERS.—The Halifax Morning Post, contains the following paragraph, which points out a speedy and certain remedy for the Disease in the

Potatoe. It is a simple one, and if as efficacious as the Editor states it is, the discovery is invaluable.

"A Gentleman on whose authority we place the most implicit reliance, called last evening to inform us that a perfect cure for the disease in potatoes had been discovered, and proved by a gentleman of his acquaintance, by the unerring test of EXPERIMENT.

"The mode is as simple as it appears to have been effectual; and seems also perfectly to accord with philosophic principles. The experimenter placed his potatoes under cover in heaps. One of these were placed simply in bulk, (all the potatoes being of the same kind,)—while, on each layer of the other heap he sprinkled powdered unslacked lime. The result was—and it is an important fact for our farmers—that on opening the heaps of the esculent to place them in a cellar, those which had been sprinkled with lime were entirely sound, while the potatoes in the other heap were far gone in decay, and none of them untouched with rot. We solicit a trial of this highly interesting experiment; and feel satisfied that our farming population, who have yet remaining any of the valuable esculent, which is the staff of life for a large portion of the industrial classes, will find the use of lime a successful antidote to the disease of the Potatoe.

"If experiment should further prove the efficacy of this cure—we think it will set at rest another disputed point, and convince every one that the disease has been caused by the ravages of animalcules, which are destroyed by the action of quick-lime."

NEWCASTLE GRAMMAR SCHOOL.—The Grammar School of Newcastle, taught by Mr Sivewright, was examined on Tuesday last, 4th November, in presence of the Rev. William Henderson, and H. B. Alison, Esquire, Trustees, and a number of the parents and friends of the pupils. The Trustees were very much pleased with the whole appearance of the school; and the readiness and correctness with which the various exercises in reading, spelling, English Grammar, Geography, and History were gone through, bore ample testimony to the diligence of the Scholars, and the abilities of the Master. The show of writing-books was highly satisfactory, and the rapidity and correctness with which they performed the various questions in Arithmetic proposed to them were exceedingly creditable. In the classical department the examination was equally satisfactory. The junior class went through the various exercises given them on the Rudiments with much ease, and shewed that they were well grounded in the elementary parts of the language. The senior classes read and translated passages from Sallust, Livy, Horace, and Homer, and sustained a very searching examination on the parsing, construction, and idioms of the lessons read, from which it was evident that they were well exercised in the grammatical study of the classics. It is therefore gratifying to find that this school still keeps up the high character which it has attained.—Communicated.

NORTHUMBERLAND GRAMMAR SCHOOL.—The Semi Annual Examination of this excellent Seminary, took place on Monday the 3rd instant, in presence of some of the Trustees, and a few spectators; the inclemency of the weather having prevented the attendance of many Ladies and Gentlemen, who would otherwise have felt much pleasure in witnessing such an interesting exhibition as that which the examination of Mr Millar's pupils always affords. The boys, as usual, acquitted themselves remarkably well; the strictest propriety of conduct pervaded the school; the exercises were all admirably gone through; and the clearest evidence was given that the school is conducted on the most approved principles, and in the most efficient manner. The Reading was correct and tasteful. In English Grammar much proficiency was displayed; and it was evident that in this department, as indeed in all the branches of education taught in the Grammar School, Mr Millar is eminently successful in his instructions.

The Geography and History Classes were minutely examined, and fully tested by searching questions from the Visitors; and the extensive acquaintance with these subjects which they evinced, elicited the warmest approbation of both the Trustees and the spectators.

The progress of the boys engaged in the study of Latin and Greek, was most marked; and the easy and ready manner in which they replied to the interrogations of the examiners, amply proved that they were deeply grounded in the elements, and that they fully understood what they were doing. In arithmetic, the expertness and almost inconceivable rapidity with which problems were solved and executed, highly redounded to the honor of both the Teacher and his scholars.

The specimens in Penmanship which

were shown, were very good, some of them, indeed, very beautiful, and they all displayed much care and taste. In short, all present were highly gratified with the examination throughout. It, if possible, enhanced their former estimation of the efficiency with which the Grammar School of Northumberland is managed, and of Mr Millar's great abilities and fitness for the very useful and important situation which at present he holds. Such an institution as that over which Mr Millar presides, is both an honor and a blessing to the country.—Communicated.

LAUNCH.—From the building yard of Messrs. Joseph Cunard & Co., at Bathurst, on the 1st instant, the barque "Ozel Galley," of 300 tons register.

EUROPEAN NEWS.—The British mail was received here on the forenoon of Thursday. It was brought to Halifax by the Steamer Caledonia, which vessel arrived on the morning of Saturday last, after a stormy passage of 13 days.

The papers thus obtained contain an unusual amount of matter of an important and interesting nature. We have carefully perused our British papers, and have taken from them numerous extracts, which will be found under the proper head.

We perceive that the Editors are discussing the subject of the contemplated Railroad between Halifax and Quebec. The Colonial Gazette contains the following remarks.

"The Chamber of Commerce at St. John, N. B. have requested the Governor to call a public meeting on the subject. They appear to contemplate a line passing their own town, joined to one in Nova Scotia by a steam Ferry across the Bay of Fundy. One main advantage of a continuous line from Halifax to Quebec is, that it would keep the communication for goods conveyance open through the winter: with a steam Ferry across the Bay of Fundy, this would be impossible. If the New Brunswickers make the passing of the line by St. John a sine qua non, their co-operation cannot be looked for. But this we do not apprehend. Such a plan contemplates more the mere local interest of St. John than of the colony; and the general body of the colonists, we have no doubt, will see their interest in supporting a line over the peninsula at the bottom of the Bay. At Quebec there does not appear to have been as yet any public movement on the subject. But, in compensation for this unaccountable apathy (seeing that Quebec has more at stake than either New Brunswick or Nova Scotia), a project for connecting Quebec and Montreal by railway is rapidly maturing. In Canada West there have been meetings—at Kingston and in the surrounding townships—to take measures for establishing a railway communication between Kingston and Toronto, and Kingston and Montreal. The enterprise would complete the line of railway communication from Huron to Halifax."

In reference to this subject, Willmer and Smith's European Times remarks:

"There are two or three projects already before the public for engrossing the trade of Eastern and Western Canada. Foremost in point of importance may be named the projected line from Boston to Burlington, with a branch to Montreal, which would absorb the Eastern trade of the Colony; and next is the one at which we have glanced above, from Halifax, through New Brunswick to Quebec, with a branch to Montreal. Halifax and St. John are both good stations, open at all seasons of the year, particularly the latter; but the projectors of this great scheme, or the Colonial Government, will not do justice to themselves, unless they improve the approaches to these harbours, and make it as safe a port for the arrival and departure of vessels as possible. In our paper of the 19th of July we suggested the adoption of bell buoys and lighthouses off Halifax, and along the coast east and west of Nova Scotia. The same improvement is requisite at the port of St. John; which, we have no doubt, would be adopted by the spirited inhabitants of that Province.

"If this new and really magnificent undertaking be placed before the public on this side of the water, in a proper manner, it cannot fail to command the attention of capitalists.

"We understand that George Hudson, Esq., M. P., the largest holder of railway property in England, gives his support and influence to this undertaking.

"In reference to railway communication, our attention has been called to another project—that of connecting the Bay of Fundy at St. Andrew's, N. B., by a branch to Fredericton, which would not be over 40 miles, thereby making another outlet at the mouth of the Bay of Fundy; and that, too, through a country offering no obstruction to its construction at a small expense."

The following important Despatch relating to this enterprise, was received by Lord Falkland from the Secretary of the Colonies, by the last steamer:—